

**SUMMARY OF PROPOSED COMMITTEE DRAFT:**

**Resolution 16-172  
APPROVING A CONCEPTUAL PLAN FOR AN  
INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE  
DEVELOPMENT OF THE MANAOLANA PLACE HOTEL AND  
RESIDENTIAL CONDOMINIUM DEVELOPMENT PROJECT.**

**THE PROPOSED CD1 makes the following amendments\*\*:**

- A. Splits the first WHEREAS clause into two separate clauses.
- B. In the second and fifth WHEREAS clauses, consistently refers to Exhibits A-2 through A-4, B-1 through B-16, C-1 through C-10, and D-1 through D-11.
- C. In the fourth and fifth WHEREAS clauses, refers to Departmental Communication 477 (2016).
- D. Adds July 6, 2016, as the date the Council received the DPP's report of findings and recommendations.
- E. In Condition B, adds that the Applicant shall modify the Project plans to reflect a maximum height of 400 feet.
- F. In Condition C regarding the height setback, provides that any portion of a structure over 60 feet in height must have additional height setbacks of 20 feet, and the additional setback must be a continuous plane from the top of the structure to the height of 60 feet above grade.
- G. In Condition G, provides that the pull-out driveway and residential drop-off area on Atkinson Drive must be designed to limit the diversion and avoid safety concerns with pedestrian mobility near those areas.
- H. In Condition J.4, requires that the Applicant submit a revised site plan showing a pull-out driveway and residential drop-off area that limit the diversion and avoids safety concerns with pedestrian mobility.
- I. Deletes Condition J.6 and rennumbers subsequent subsections of Condition J.
- J. In Condition J.6, requires that the sidewalk and pedestrian circulation plan include proposals to remove utility poles within the pedestrian path along Kona Street, preferably relocate the utilities underground, and comply with Americans with Disabilities Act guidelines. Also requires that the Applicant prioritize pedestrian mobility at the rear of the Project site, and work with the developers of the Kapiolani Residences, which is under construction 225 feet ewa of the

Project site, to at a minimum create a continuous sidewalk between those two sites.

- K. Corrects a duplicate reference to Condition J, and re-alphabetizes subsequent conditions.

- L. Replaces Condition K.3 with a new Condition L that reads as follows:

"Prior to the issuance of a Certificate of Occupancy (CO) for the Project:

1. The Applicant shall contribute \$2.4 million to a fund or account designated by the Council, to be used for affordable housing within one-half mile of the Ala Moana transit station; or
2. The Applicant shall provide within one-half mile of the Ala Moana transit station or the Kakaako transit station at least 16 affordable rental housing units that comply with the requirements of ROH Section 21-9.100.5(b)(1)(D), as the same may be amended from time to time."

Subsequent conditions are re-alphabetized.

- M. In Condition N.4, revises the first sentence to provide that the proposed pedestrian traffic island at the intersection of Kapiolani Boulevard and Atkinson Drive must be large enough, as deemed reasonable, to contain the projected amount of pedestrians expected to cross at this location at any one time.
- N. Deletes Condition N.6 and renumbers subsequent subsections of Condition N.
- O. In Condition S, in addition to building permits, lists yards, setbacks, street façades, building placement, building orientation and entrances, building transparency, and pedestrian walkways as governmental agency requirements that are subject to separate review and approval.
- P. In Conditions S, T, and U, makes revisions to conform to the standard language and format in previous Council resolutions adopting conceptual plans, and with the governing ordinance.
- Q. In Condition T, decreases the period in which a building permit must be obtained, from five to two years after the effective date of the resolution.
- R. In the BE IT FURTHER RESOLVED clause, revises the Council's findings to reflect the development standards flexibility requested by the Applicant, and adds finding D.
- S. In the BE IT FINALLY RESOLVED clause, corrects the address for Manaolana Partners LLC.

T. Makes miscellaneous technical and non-substantive amendments.

\*\* All condition references in this summary are to conditions as re-designated in the CD1 version of Resolution 16-172.



## RESOLUTION

**PROPOSED**

APPROVING A CONCEPTUAL PLAN FOR AN INTERIM PLANNED DEVELOPMENT-TRANSIT PROJECT FOR THE DEVELOPMENT OF THE MANAOLANA PLACE HOTEL AND RESIDENTIAL CONDOMINIUM DEVELOPMENT PROJECT.

WHEREAS, on April 5, 2016, the Department of Planning and Permitting (DPP) accepted the application (File No. 2016/SDD-23) of Manaolana Partners, LLC (herein referred to as the "Applicant"), for an Interim Planned Development-Transit (IPD-T) Permit to redevelop approximately 1.16 acres of land with a mixed use hotel and residential project in the Ala Moana neighborhood (the "Project"). The Project is identified as Tax Map Keys 2-3-041: 001 and 002, as shown on Exhibit A-1; and

WHEREAS, the Project will include the demolition of five low-rise buildings and the development of a 400-foot-high mixed-use tower with 109 multi-family dwelling units, 125 hotel units, a hotel lobby, residential activity and park areas, a ballroom, a pool, a personal services area (spa), four levels of parking with about 276 parking spaces, retail and eating establishments, a publically accessible corner plaza at the street level, and other ground-level pedestrian and right-of-way improvements in the BMX-3 Community Business Mixed Use District within one-half mile of the future transit station in the Ala Moana neighborhood (Exhibits A-2 through A-4, B-1 through B-16, C-1 through C-10, and D-1 through D-11); and

WHEREAS, on June 3, 2016, the DPP held a public hearing, which was attended by the Applicant, its representatives and Agent, and approximately 38 members of the public, of whom seven provided testimony; and

WHEREAS, on July 6, 2016, the DPP, having duly considered all evidence and reports of said public hearing and the review guidelines established in Sections 21-2.110-2 and 21-9.100-5 of the Land Use Ordinance (LUO), completed its report and transmitted its findings and recommendation of approval to the Council by Departmental Communication 477 (2016); and

WHEREAS, the conceptual plan for the Project is set forth in the exhibits attached hereto as Exhibits A-2 through A-4, B-1 through B-16, C-1 through C-10, and D-1 through D-11, and is further described in Departmental Communication 477 (2016), all of which are incorporated herein by this reference; and



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WHEREAS, the City Council, having received the findings and recommendation of the DPP on July 6, 2016, and having duly considered the matter, desires to approve the conceptual plan for the Project, subject to the conditions enumerated below; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the conceptual plan for the Interim Planned Development–Transit Project is approved under the following conditions:

- A. The maximum permitted floor area for the Project shall be 505,410 square feet or a floor area ratio (FAR) of 10.0, whichever is greater.
- B. The maximum height of the Project shall be 400 feet. The Applicant shall modify the Project plans to reflect this maximum height.
- C. The height setback shall be as follows: Any portion of a structure over 60 feet in height shall have additional height setbacks of 20 feet. The additional setback shall be a continuous plane from the top of the structure to the height of 60 feet above grade.
- D. Usage of the site for hotel use as permitted under the BMX-4 Central Business Mixed Use District is allowed.
- E. Landscaping shall not be required in the five-foot front yard, provided site landscaping is installed pursuant to an approved landscape plan.
- F. The Applicant shall provide a minimum of 276 parking spaces on the site.
- G. The pull-out driveway and residential drop-off area on Atkinson Drive shall be designed to limit the diversion and avoid safety concerns with pedestrian mobility near the driveway and residential drop-off area.
- H. All construction plans and drawings shall be reviewed by the DPP Civil Engineering Branch for compliance with drainage and grading requirements.
- I. The public plaza proposed at the intersection of Kapiolani Boulevard and Atkinson Drive shall be available to the public and shall be maintained by the Applicant.



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- J. Prior to submitting any building permit application, the Applicant shall:
1. Submit a detailed bicycle parking plan to the DPP for review and approval. The plan shall include short- and long-term parking space and ground floor bike racks.
  2. Designate a minimum of 10 parking spaces to be used for car-sharing vehicles in perpetuity.
  3. Coordinate with Bikeshare Hawaii to design, implement, fund, construct, and maintain a bikeshare station at the site, and fund the required equipment for the bikeshare station.
  4. Submit a revised site plan showing a driveway and residential drop-off area that limit the diversion and avoids safety concerns with pedestrian mobility.
  5. Coordinate with the Department of Transportation Services (DTS) and Oahu Transit Services to design, implement, fund, and construct a new bus stop along Kapiolani Boulevard.
  6. Submit a sidewalk and pedestrian circulation plan for review and approval by the DPP. The plan must include the removal of utility poles within the pedestrian path along Kona Street, relocation of the utilities (preferably underground), and compliance with the Americans with Disabilities Act guidelines. The Applicant shall prioritize pedestrian mobility at the rear of the Project site, and work with the developers of the Kapiolani Residences, which is under construction 225 feet ewa of the Project site, to at a minimum create a continuous sidewalk between those two sites.
  7. Submit an updated wind study and wind mitigation strategies for review and approval by the DPP.
- K. Prior to the issuance of a building permit for the superstructure or building shell, the Applicant shall:
1. Obtain approval for private park dedication.
  2. Obtain subdivision approval to designate the necessary public walkway and utility easements.



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- L. Prior to the issuance of a Certificate of Occupancy (CO) for the Project:
1. The Applicant shall contribute \$2.4 million to a fund or account designated by the Council, to be used for affordable housing within one-half mile of the Ala Moana transit station; or
  2. The Applicant shall provide within one-half mile of the Ala Moana transit station or the Kakaako transit station at least 16 affordable rental housing units that comply with the requirements of ROH Section 21-9.100.5(b)(1)(D), as the same may be amended from time to time.
- LI. The Applicant shall design and submit a wayfinding sign plan for review and approval of the Director of the DPP prior to issuance of any building permit, and then install the approved wayfinding signage prior to the issuance of a CO.
- LII. Prior to the issuance of any demolition or building permit, the Applicant shall provide:
1. A time line or phasing plan of the anticipated dates to obtain major building permit(s) for demolition/construction work, including the projected date of occupancy, shall be prepared by the Applicant in a format acceptable to the DPP. The time line must identify when the Construction Management Plan (CMP), the Traffic Management Plan (TMP) and updates and/or validation to the findings of the initial Traffic Impact Analysis Report (TIAR), dated March 2015, and off-site roadway work will be submitted for review and approval in relation to when approvals for construction plans, building and occupancy permits will be needed. Typically, the CMP should be submitted for review and approval prior to the issuance of demolition/building permits for major construction work. The TMP or subsequent updates must be submitted and approved prior to the issuance of the (temporary) CO. A post TIAR, including supplemental studies or subsequent updates, must be submitted and approved approximately one year after the (temporary) CO. A new TIAR may be required if there is a significant change to the scope or timing of the major work items contained in the initial report.
  2. The CMP shall identify the type, frequency and routing of heavy trucks and construction related vehicles. Every effort shall be made to minimize impacts from these vehicles and related construction activities on adjacent streets and neighborhoods. The CMP must identify and limit vehicular activity related to construction to periods outside of the peak periods of



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traffic, utilizing alternate routes for heavy trucks, provisions for either on-site or off-site staging areas for construction related workers and vehicles to limit the use of on-street parking around the Project site and other mitigation measures related to traffic and potential neighborhood impacts. Preliminary or conceptual traffic control plans must also be included in the CMP. The Applicant shall document the condition of roadways prior to the start of construction activities and provide remedial measures, as necessary, such as restriping, road resurfacing and/or reconstruction if the condition of the roadways deteriorates as a result of the related construction activities.

3. A TMP shall include Traffic Demand Management (TDM) strategies to minimize the amount of vehicular trips for daily activities by employees and for the possibility of large events being held on the property. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives and other similar TDM measures. A pedestrian circulation plan must also be included to provide accessibility and connectivity to and along the surrounding public sidewalks and at street intersections. A determination of the effective sidewalk widths, taking into account Complete Streets initiatives, must be provided. A post TMP will be required approximately one year after the issuance of the CO to validate the relative effectiveness of the various TDM strategies identified in the initial report.
4. The proposed pedestrian traffic island at the intersection of Kapiolani Boulevard and Atkinson Drive must be large enough, as deemed reasonable, to contain the projected amount of pedestrians expected to cross at this location at any one time. The crosswalk must be at-grade to the curb and a pedestrian island (raised table crossing) must be constructed. An exclusive right turn lane must be constructed on Kapiolani Boulevard, similar to the intersection configuration at Kapiolani Boulevard at Keeaumoku Street. Additional land may be required to implement this improvement and will be considered as a public benefit being provided by this Project.
5. The Project driveway on Atkinson Drive must be designed as a right angle configuration to the street for a distance of at least one vehicle length from the back of the sidewalk.
6. Construction plans for all work within or affecting public streets must be submitted for review and approval. Traffic control plans during





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construction must also be submitted for review and approval, as required. Vehicular access points shall be constructed as standard City dropped driveways. Adequate vehicular sight distance shall be provided and maintained at all driveways to pedestrians and other vehicles. Driveway grades shall not exceed five percent for a minimum distance of 25 feet from the back of the designated pedestrian walkway. Entry gates and ticket dispensers must be recessed as far into the driveway as necessary to avoid any queuing onto public streets. All loading and parking areas shall be designed such that vehicles enter and exit, front first.

7. The Applicant shall meet with staff at DPP and DTS at their earliest convenience to discuss traffic related issues for off-site work on City streets and provisions for Complete Street strategies for this Project prior to the submittal of construction plans to minimize and expedite the time necessary for construction plan review.
- O. A post TIAR will be required approximately one year after the issuance of the CO to validate the traffic projections, distribution and assignment contained in the initial TIAR. If additional traffic mitigation measures or modifications are necessary to support related traffic impacts directly attributable to this development, the Applicant will be required to implement these measures. If the findings of the post TIAR are inconclusive, a follow-up study may be required within a year of this post study, as necessary.
- P. An archaeological inventory survey shall be completed and submitted to the Department of Land and Natural Resources—State Historic Preservation Division (SHPD) for review and approval. In the event that subsurface historic resources, including human skeletal remains, structural remains, cultural deposits, artifacts, sand deposits, or sink holes are identified during the demolition and/or construction activities, all work shall cease in the immediate vicinity of the find. The Applicant shall protect the find from additional disturbance and contact the SHPD immediately. Without any limitation to any other condition found herein, if any burials or archaeological or historic sites are discovered during the course of construction of the Project, all construction activity in the vicinity of the discovery shall stop until the issuance of an archaeological clearance from the SHPD that mitigation measures have been implemented to its satisfaction.
- Q. The Applicant shall be responsible for the coordination with applicable public agencies and compliance with applicable regulations for the construction of the proposed Project.



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- R. The Applicant shall be responsible for the maintenance of all constructed improvements not otherwise accepted by the City/State for maintenance.
- S. Approval of this Resolution does not constitute compliance with other LUO or governmental agencies' requirements, including but not limited to yards, setbacks, street façades, building placement, building orientation and entrances, building transparency, pedestrian walkways, and building permit approval. They are subject to separate review and approval. The Applicant shall be responsible for ensuring that the final plans for the Project comply with all applicable Land Use Ordinance and other governmental provisions and requirements.
- T. The Project must receive a building permit for the proposed development within two years of the effective date of this Resolution. Failure to obtain a building permit within this period will render null and void this Resolution and all approvals issued hereunder, provided that this period deadline may be extended as follows:
1. The Director of Planning and Permitting may extend this deadline if the Applicant demonstrates good cause, but the deadline shall not be extended beyond one year from the initial deadline without approval of the City Council, which may grant or deny the approval in its complete discretion.
  2. If the Applicant requests an extension beyond one year from the initial deadline and the Director finds that the Applicant has demonstrated good cause for the extension, the Director shall prepare and submit to the Council a report on the proposed extension, which report shall include the Director's findings and recommendations thereon and a proposed resolution approving the extension. The Council may approve the proposed extension or an extension for a shorter or longer period, or deny the proposed extension, by resolution.
  3. If the Council fails to take final action on the proposed extension within the first to occur of: (i) 60 days after receipt of the Director's report; or (ii) the Applicant's then-existing deadline for obtaining a building permit, the extension shall be deemed to be denied.
- U. The Project shall conform to the conceptual plan approved hereby and all conditions established herein. Any changes to the conceptual plan shall require a new application and approval by the Council. The Director of Planning and Permitting may approve changes to the Project that do not significantly alter the size or nature of the Project, if the changes remain in conformance with the



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conceptual plan and the conditions herein. Any increase in height or density of the Project will be considered a significant alteration and a change to the conceptual plan.

BE IT FURTHER RESOLVED that the Council finds as follows with respect to the conceptual plan for the Project, as conditioned herein:

- A. The Project concept, as a unified plan, is in the general interest of the public.
- B. The requested Project boundaries and requested flexibility with respect to development standards and use regulations relating to density (floor area), height, street centerline height setbacks, parking, landscaping, and use allowances are consistent with the objectives of transit-oriented development and the provisions enumerated in ROH Section 21-9.100-4.
- C. The requested flexibility with respect to development standards and use regulations relating to density (floor area), height, street centerline height setbacks, parking, landscaping, and use allowances is commensurate with the public amenities and community benefits proposed.
- D. The public amenities proposed will produce timely, demonstrable benefits to the community, support transit ridership, and implement the vision established in ROH Section 21-9.100-4.



## RESOLUTION

BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to George I. Atta, FAICP, Director of the Department of Planning and Permitting, 650 South King Street, 7<sup>th</sup> Floor, Honolulu, Hawaii 96813; Manaolana Partners, LLC, 11111 Santa Monica Boulevard, Suite 2250, Los Angeles, California 90025; Kaijima Kagaku USA Inc., 1001 Bishop Street, Suite 1700, Honolulu, Hawaii 96813; and Michael D. Formby, Director of the Department of Transportation Services, 650 South King Street, 3<sup>rd</sup> Floor, Honolulu, Hawaii 96813.

INTRODUCED BY:

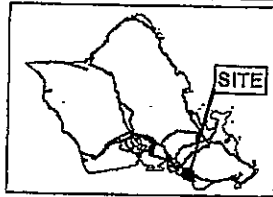
Ernest Martin (br)

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DATE OF INTRODUCTION:

July 7, 2016  
Honolulu, Hawaii

Councilmembers



### VICINITY MAP

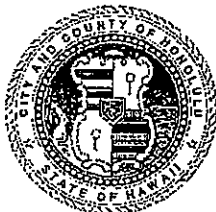
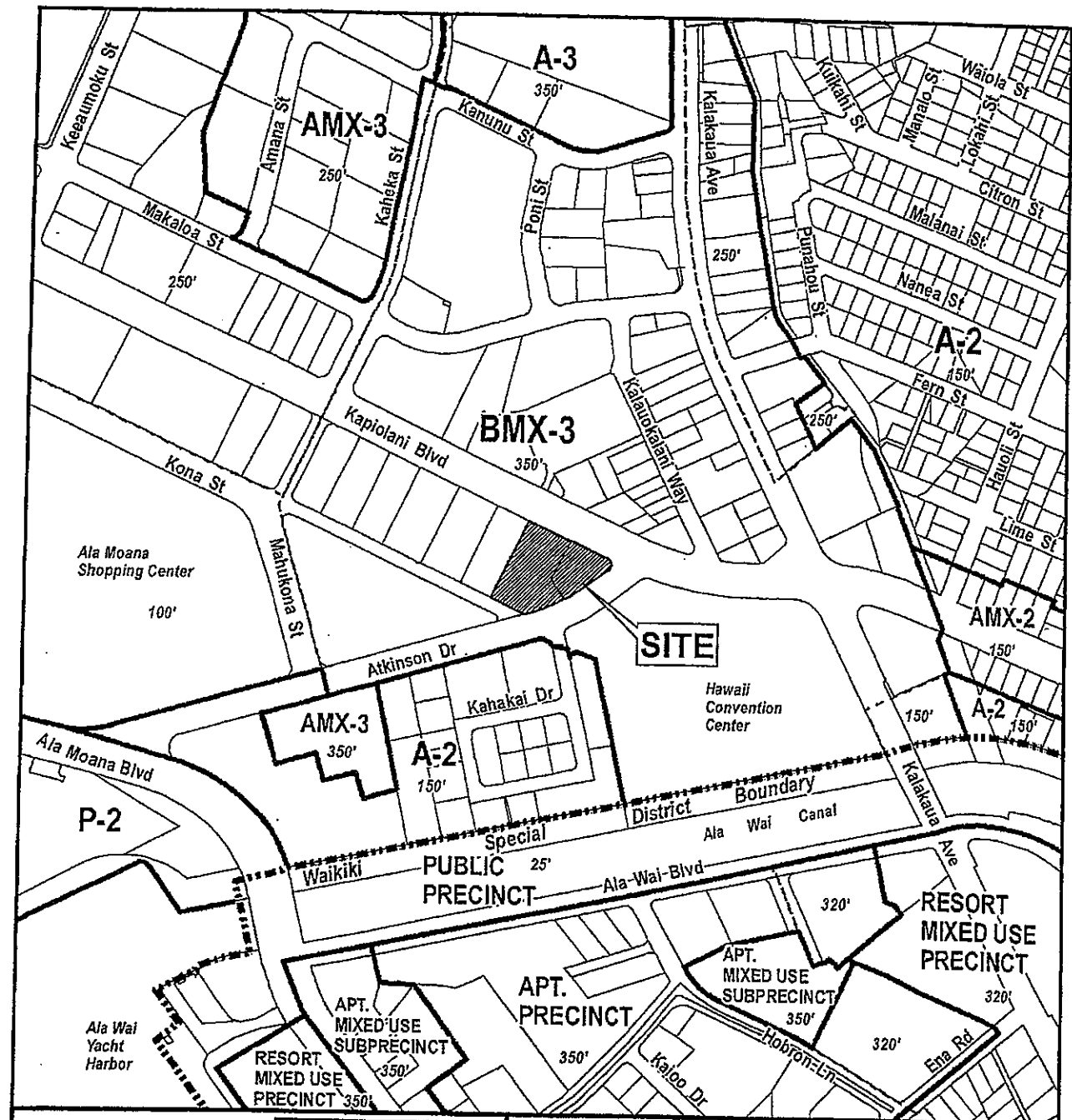


## LOCATION MAP ALA MOANA

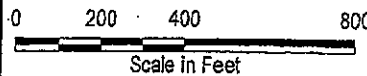
**EXHIBIT A-1**

**TAX MAP KEY(S): 2-3-041: 1 and 2**

FOLDER NO.: 2016/SDD-23



VICINITY MAP



Scale in Feet



# PORTION OF EXISTING ZONING MAP (NUUANU - MCCULLY)

## EXHIBIT A-2

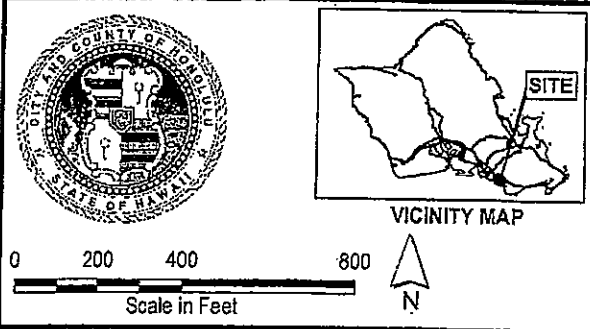
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FOLDER NO.: 2016/SDD-23

### Legend

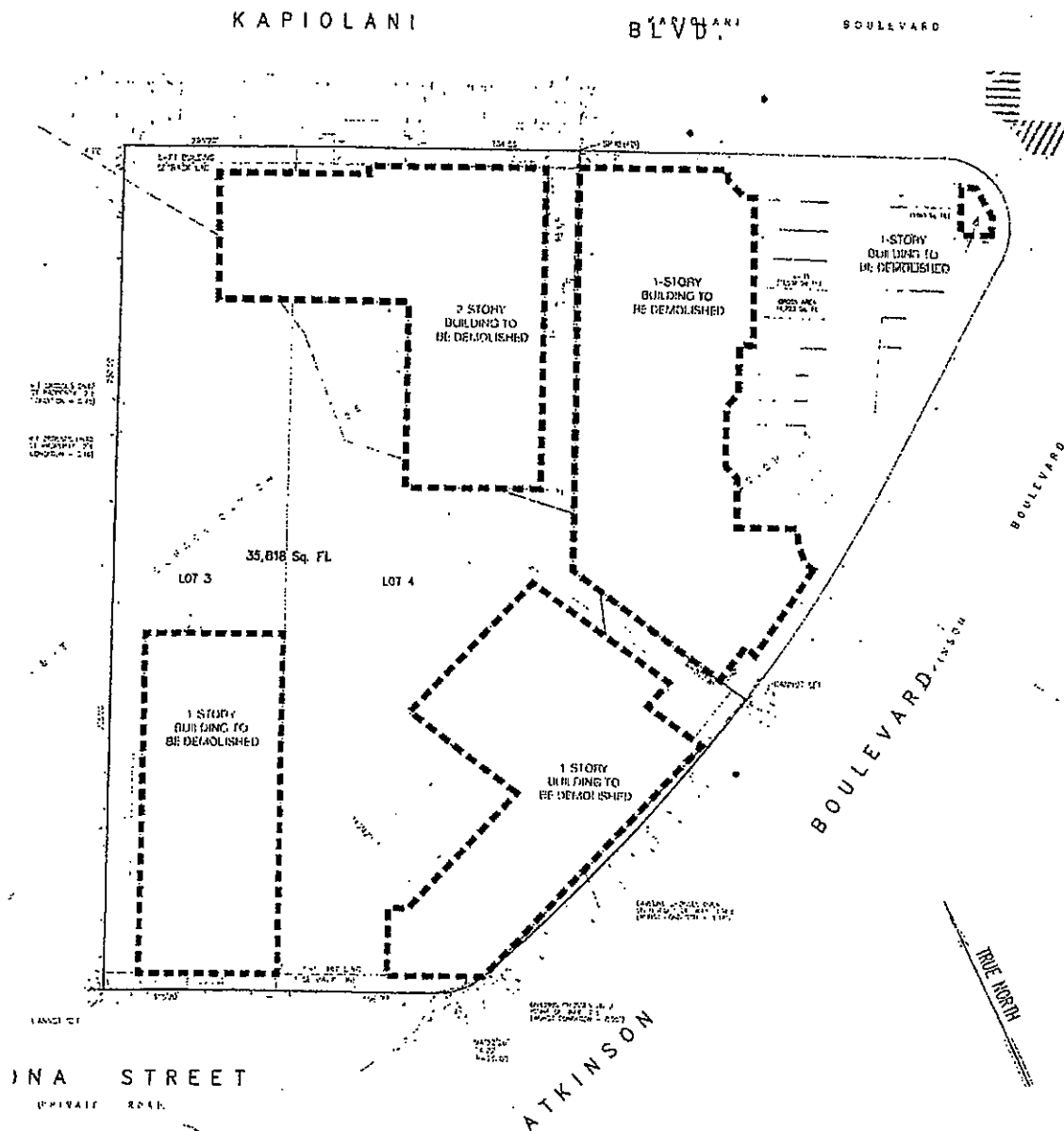
- A = No base flood elevation determined
- AE = Base flood elevation determined
- AO = 1 to 3 ft., usually sheet flow on sloping terrain
- VE = Coastal wave action, base flood elevation determined
- X = Outside .2% annual chance flood plain

X = Outside .2% annual chance flood plain



**EXHIBIT A-3**

FOLDER NO.: 2016/SDD-23



DEMOLITION PLAN

EXHIBIT A-4



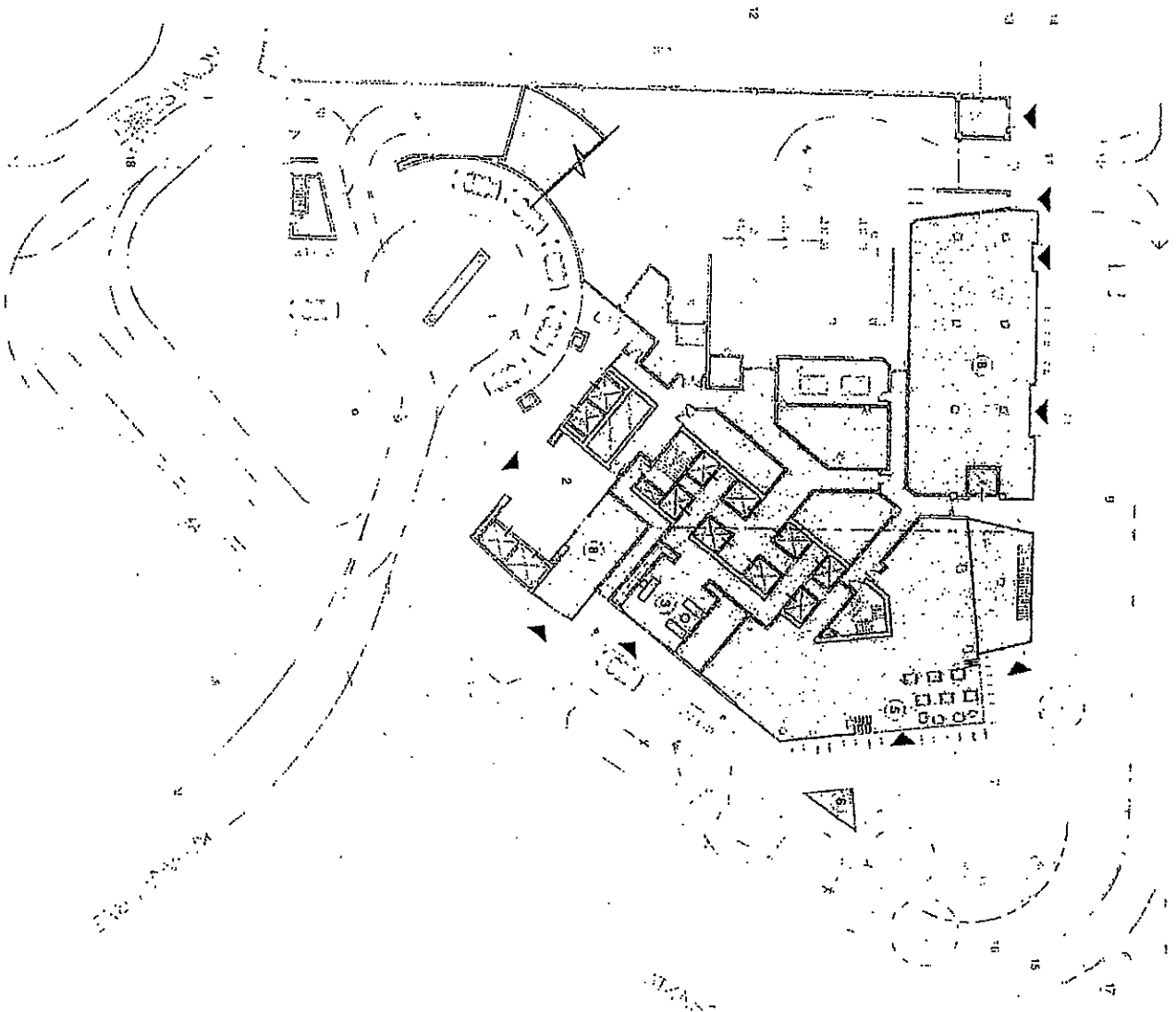
PLANNING DEPARTMENT

MANA OLANA

DATE: 11/11/01 BY: [illegible]



KITZMAN CAMP



SITE PLAN

EXHIBIT B-1



MANNOLANA

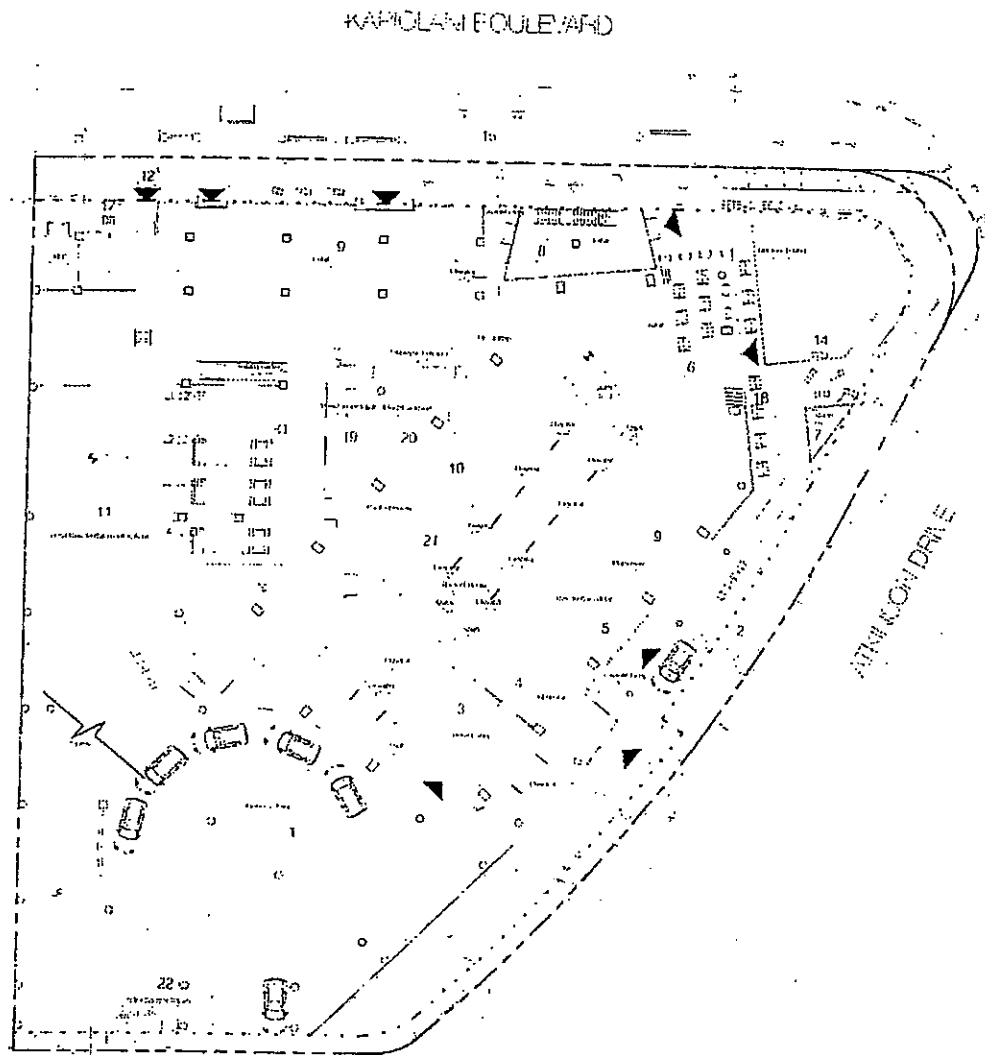




EXHIBIT B-2



# FLOOR PLANS

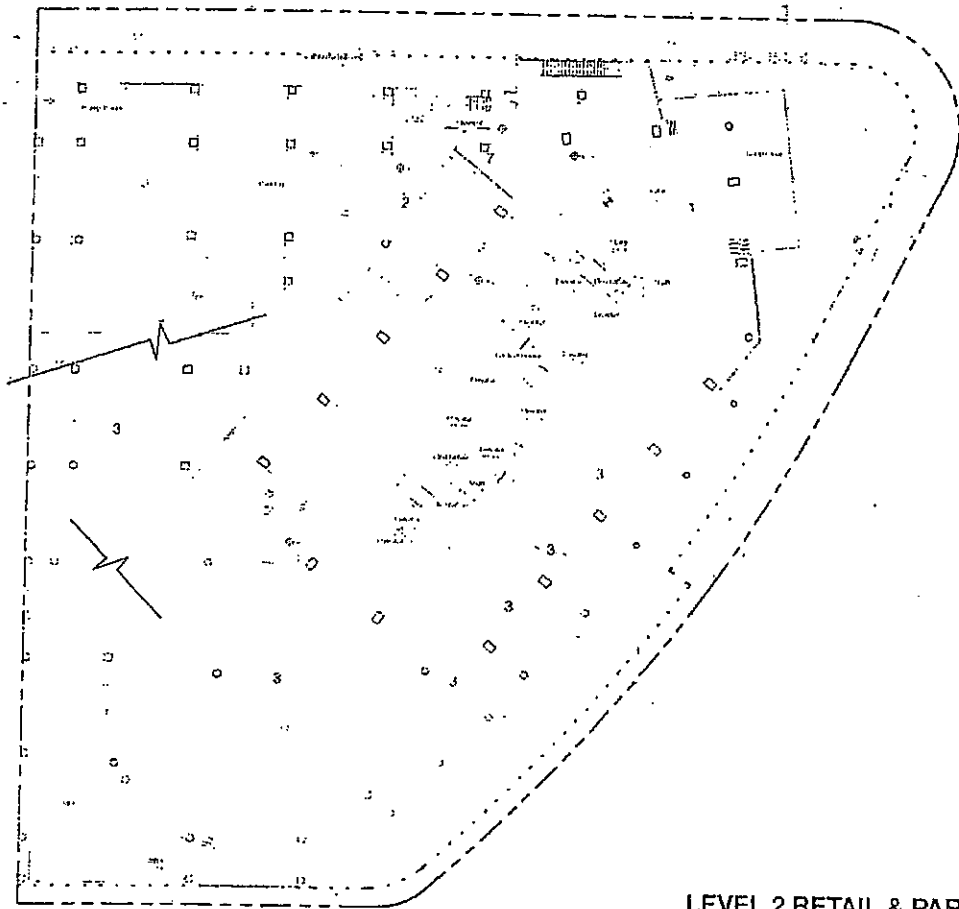


GROUND FLOOR

EXHIBIT B-3



# FLOOR PLANS

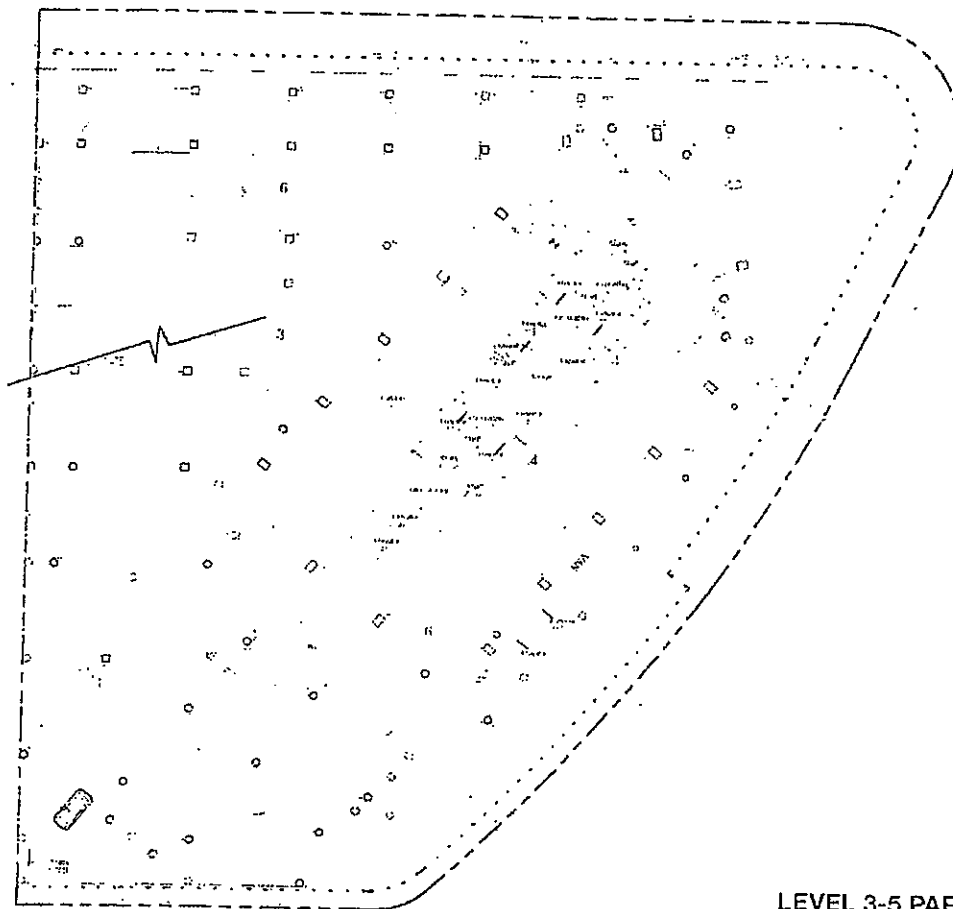


LEVEL 2 RETAIL & PARKING

EXHIBIT B-4



# FLOOR PLANS



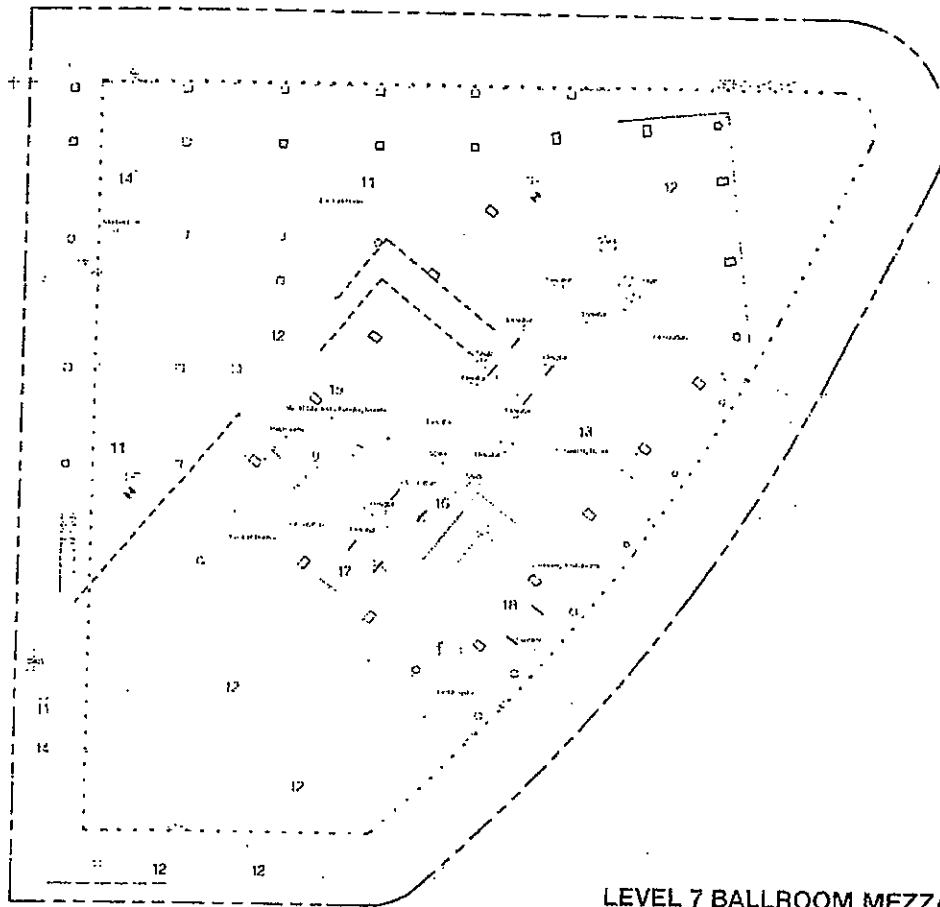
LEVEL 3-5 PARKING  
(LEVEL 3 SHOWN)

EXHIBIT B-5





# FLOOR PLANS



LEVEL 7 BALLROOM MEZZANINE

EXHIBIT B-7



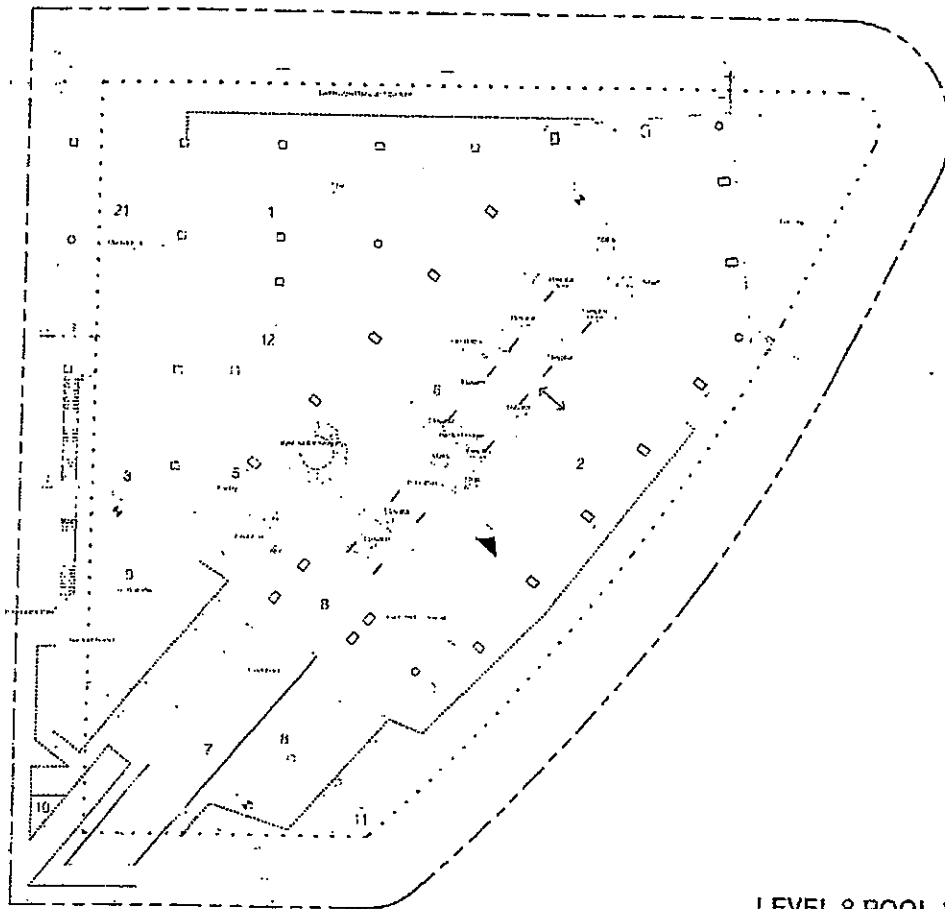
DEPARTMENT OF THE INTERIOR



NATIONAL SYSTEM OF PUBLIC LANDS

U.S. GEOLOGICAL SURVEY

# FLOOR PLANS



LEVEL 8 POOL & SPA

EXHIBIT B-8

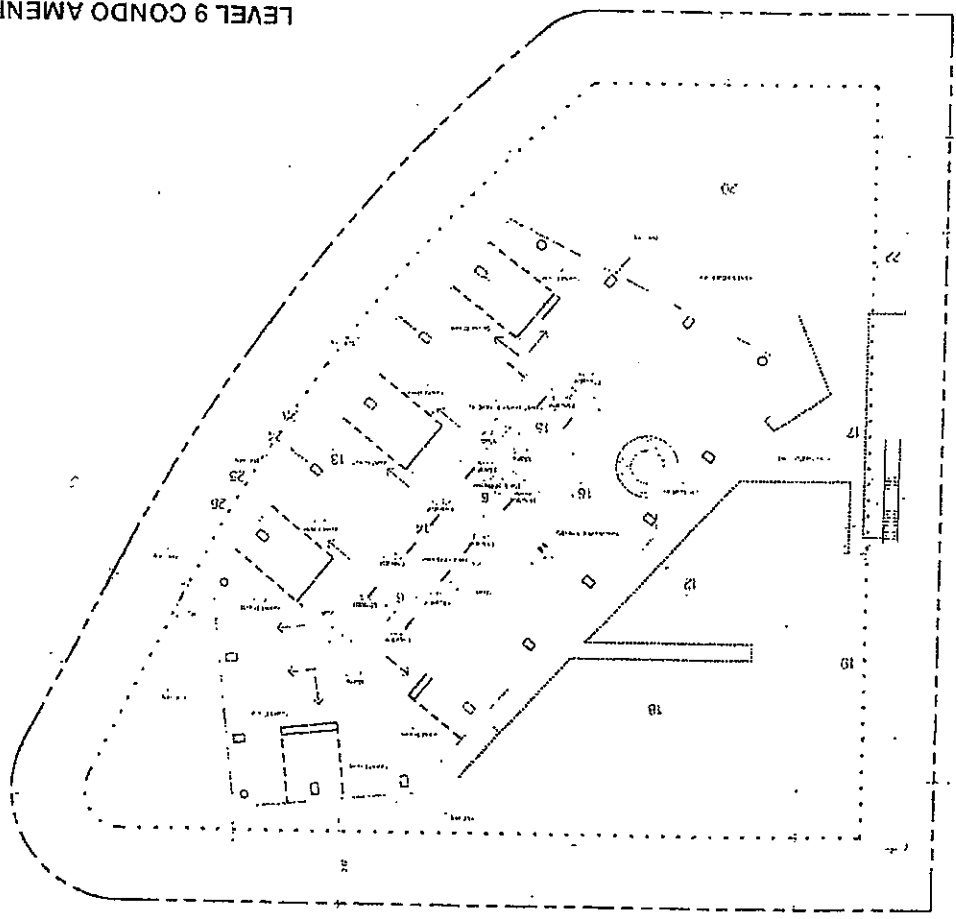




EXHIBIT B-9

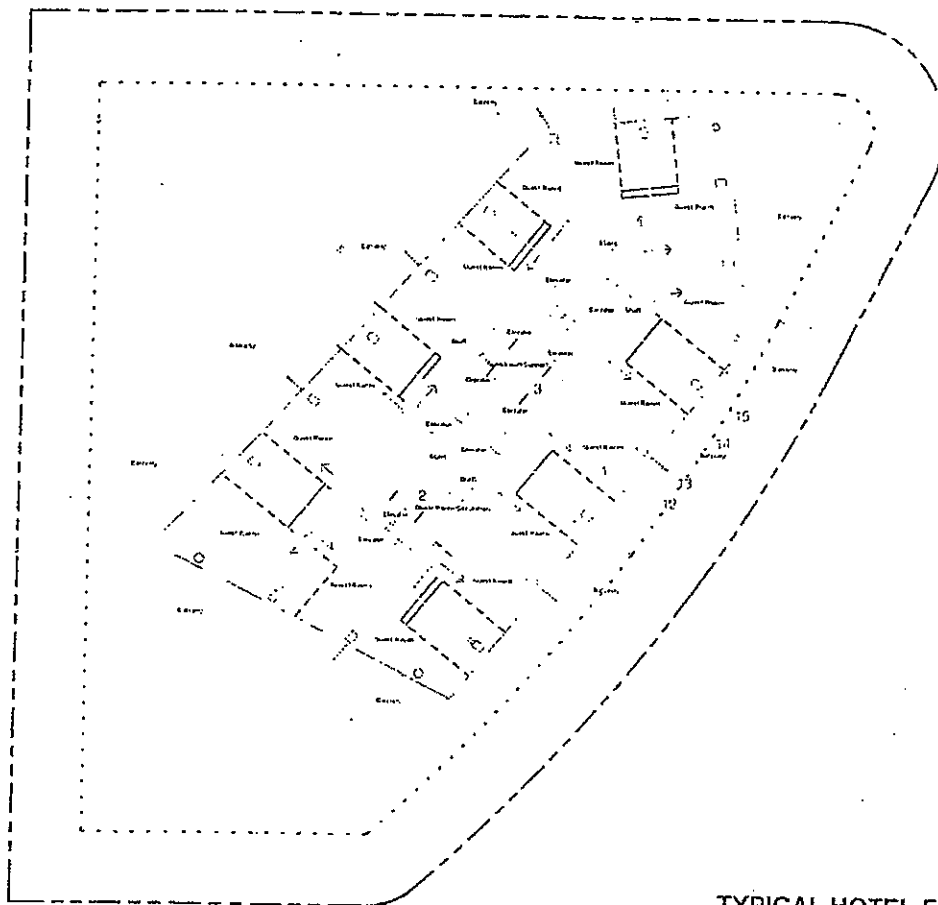


LEVEL 9 CONDO AMENITY



FLOOR PLANS

# FLOOR PLANS



TYPICAL HOTEL FLOOR

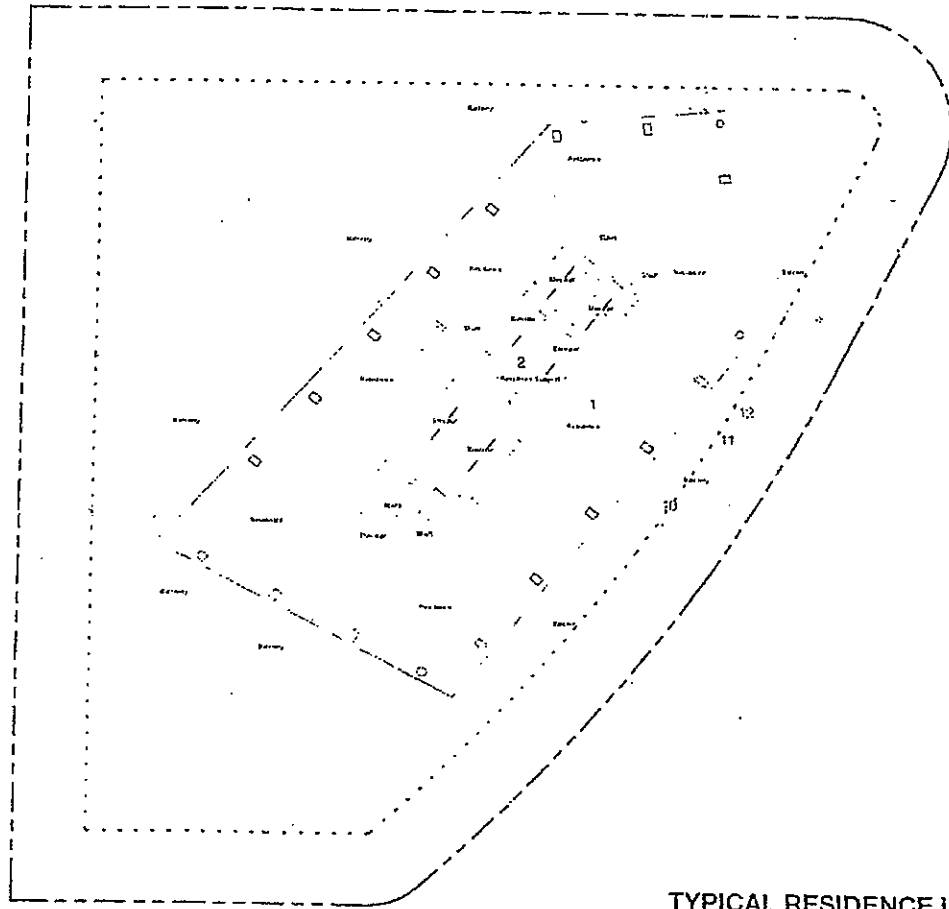
EXHIBIT B-10



MANA'OLANA



# FLOOR PLANS



TYPICAL RESIDENCE LEVEL

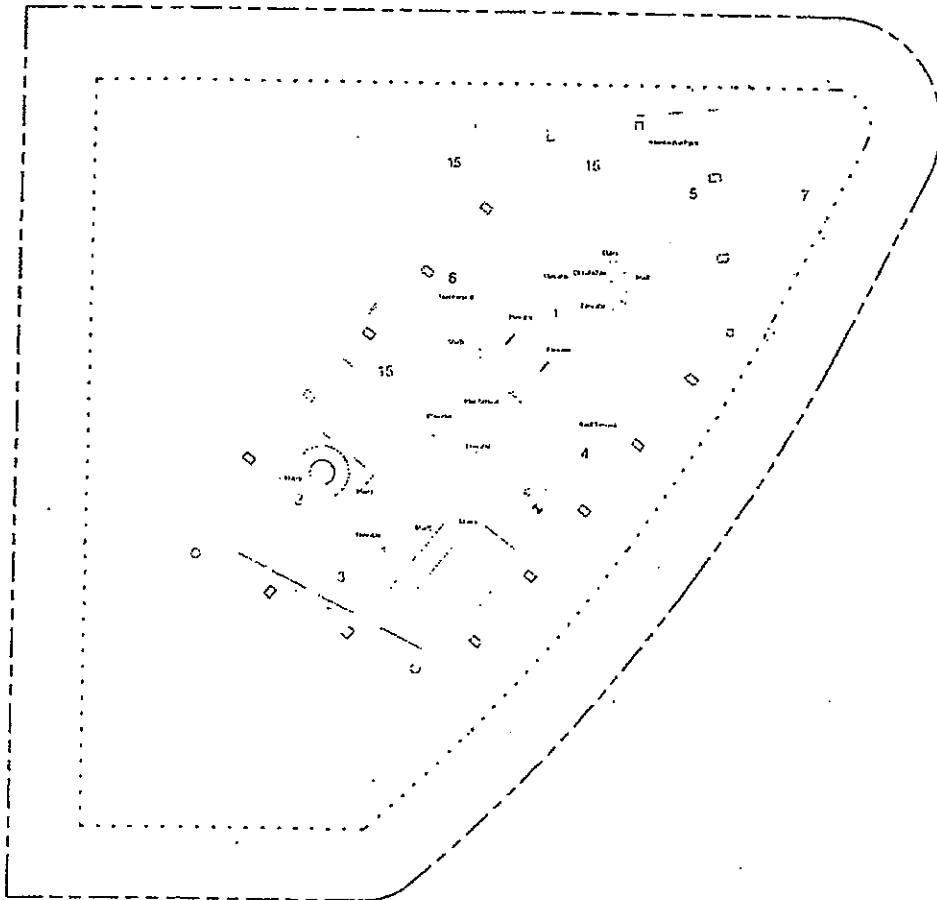
EXHIBIT B-12



MANA'OLANA



# FLOOR PLANS

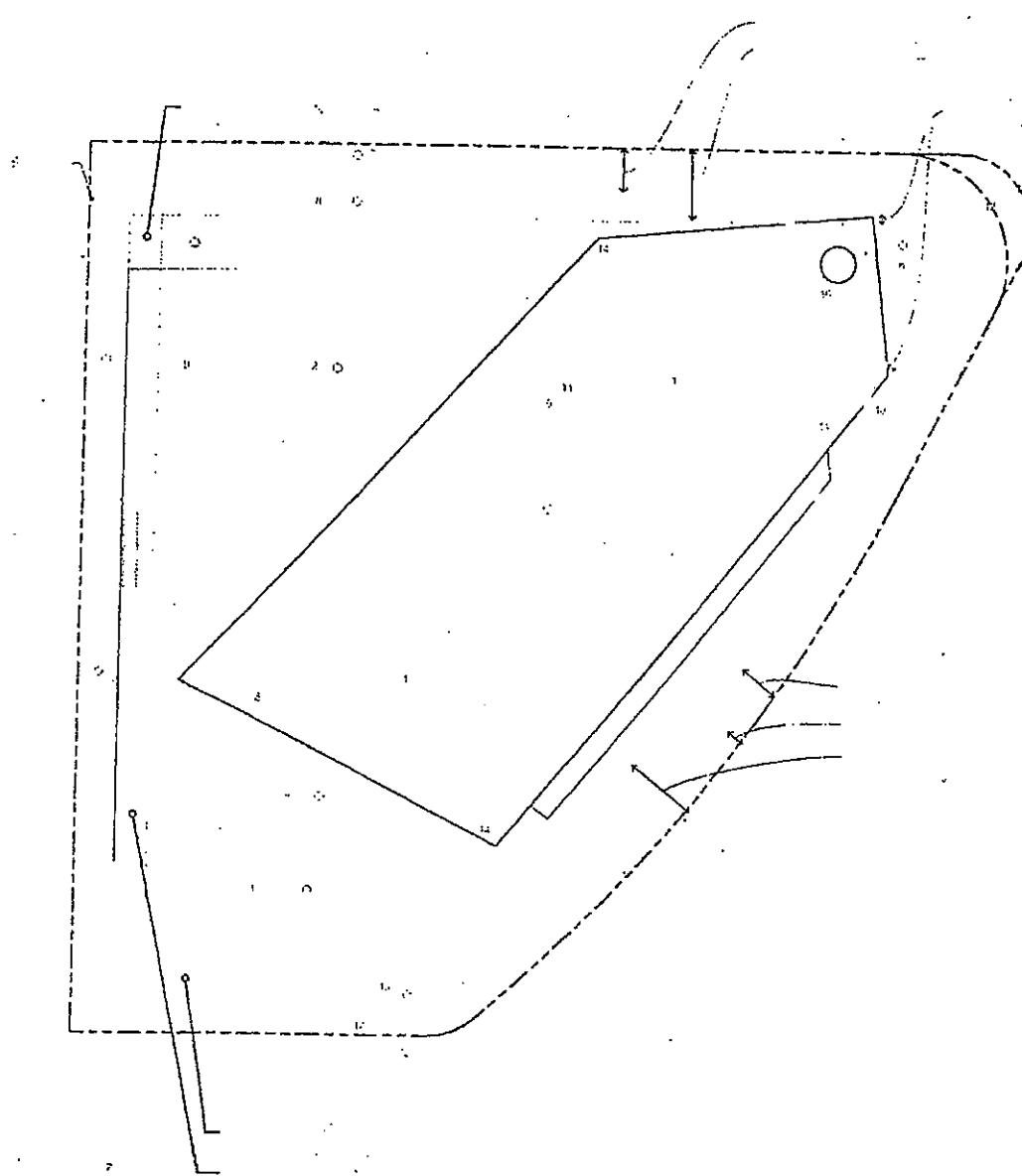


LEVEL 37 OUTDOOR ROOF TERRACE AND GARDEN

EXHIBIT B-14



UNIVERSITY OF HAWAII, LANSANA, HONOLULU, HAWAII



SITE SETBACKS

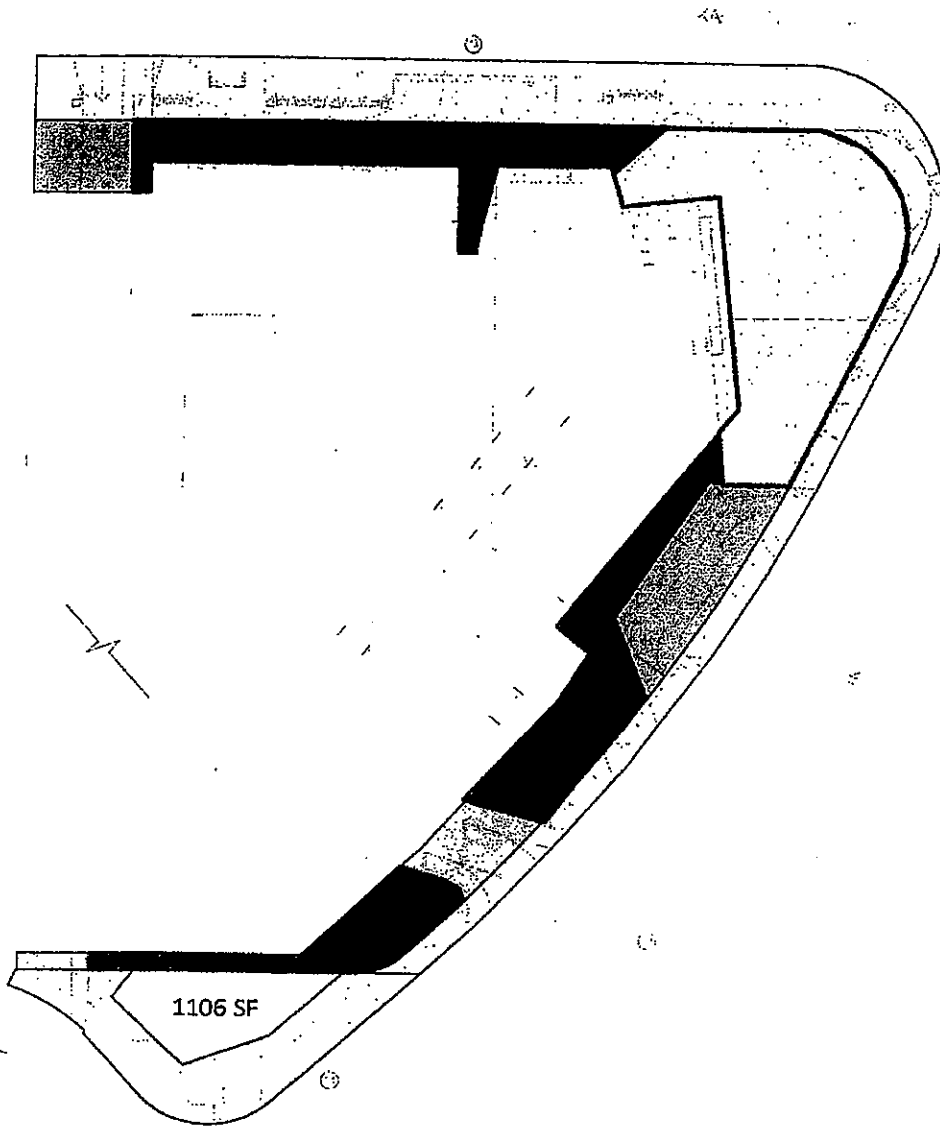
EXHIBIT B-15



DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT



MANA'OLANA



COMMUNITY BENEFITS

EXHIBIT B-16





# ELEVATIONS

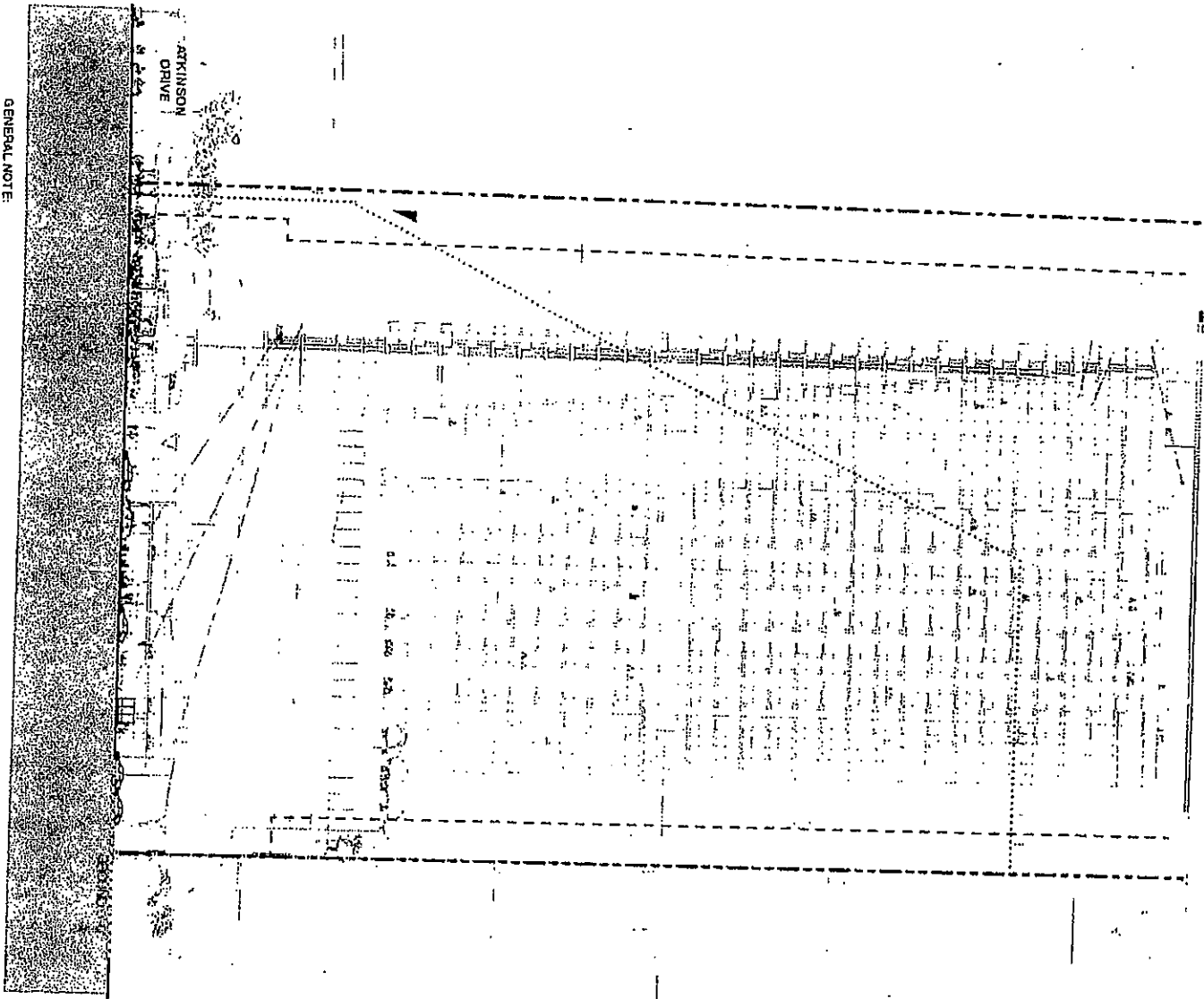
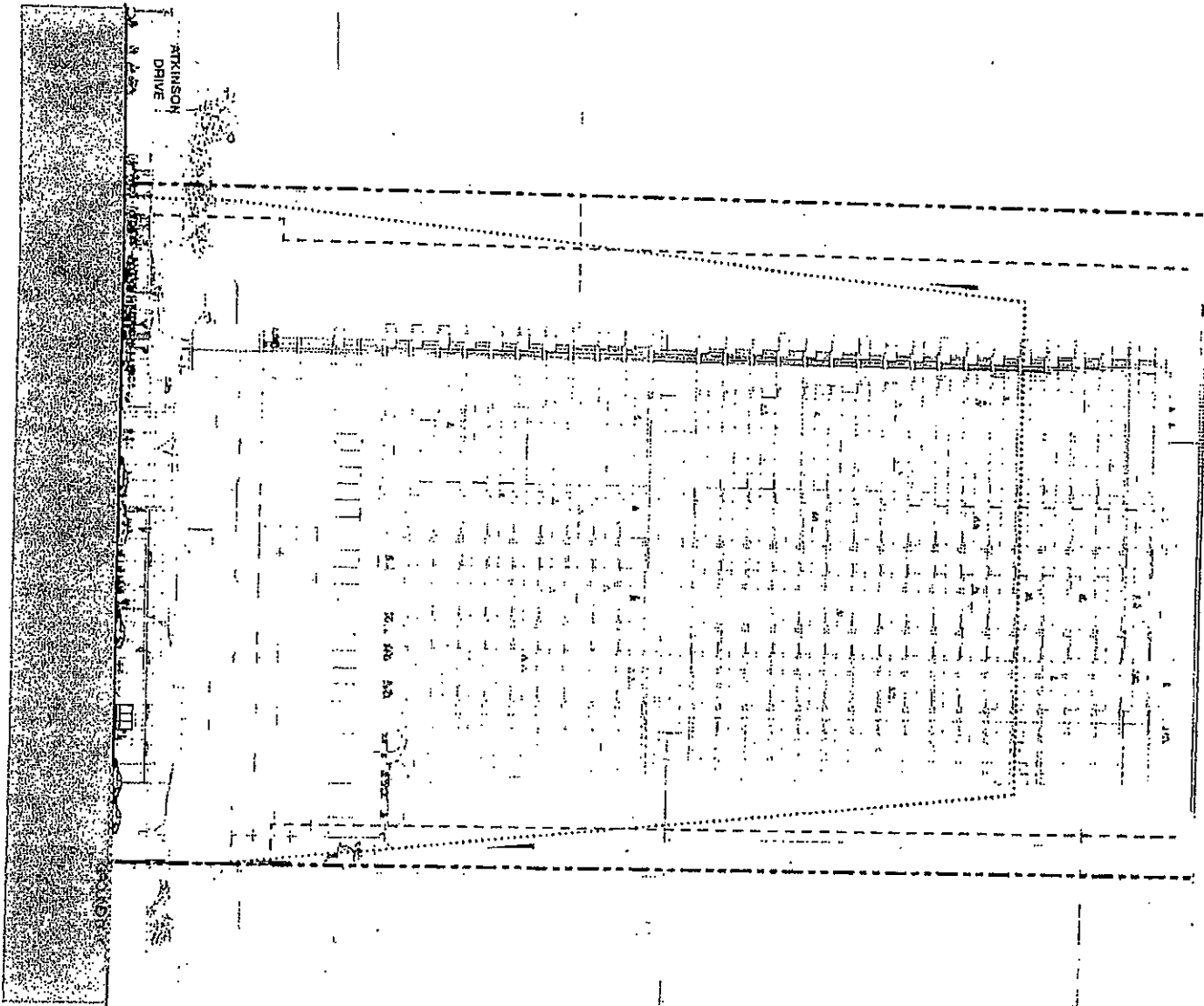


EXHIBIT C-1



MANAOLANA

# NEW LUO SETBACKS



KAPOLANI ELEVATION  
NEW LUO SETBACKS

EXHIBIT C-2



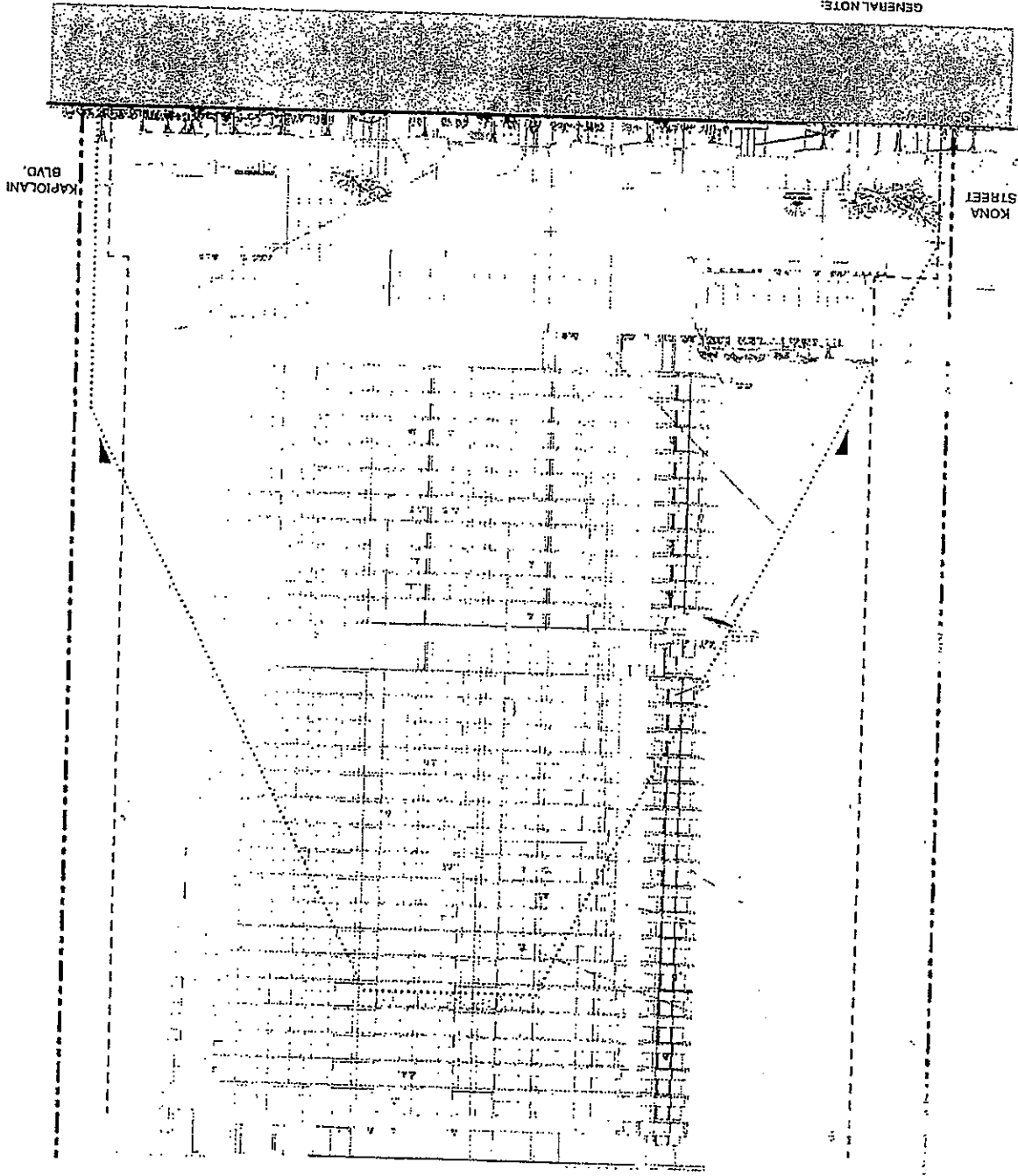
MANA OLANA



EXHIBIT C-3

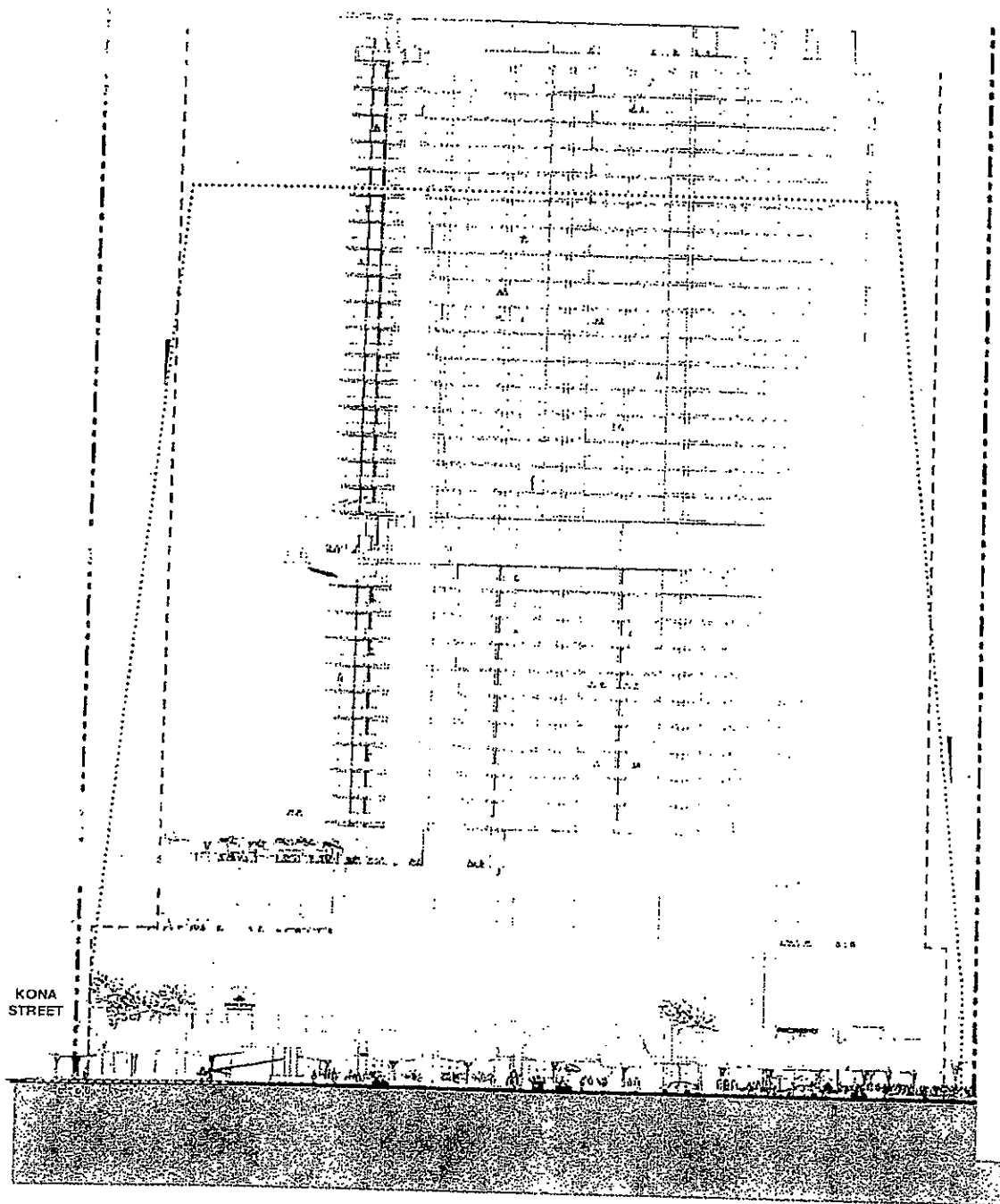
ATKINSON ELEVATION

GENERAL NOTE:



# ELEVATIONS

# NEW LUO SETBACKS



ATKINSON ELEVATION  
NEW LUO SETBACKS

EXHIBIT C-4



MANA'OLANA



# ELEVATIONS

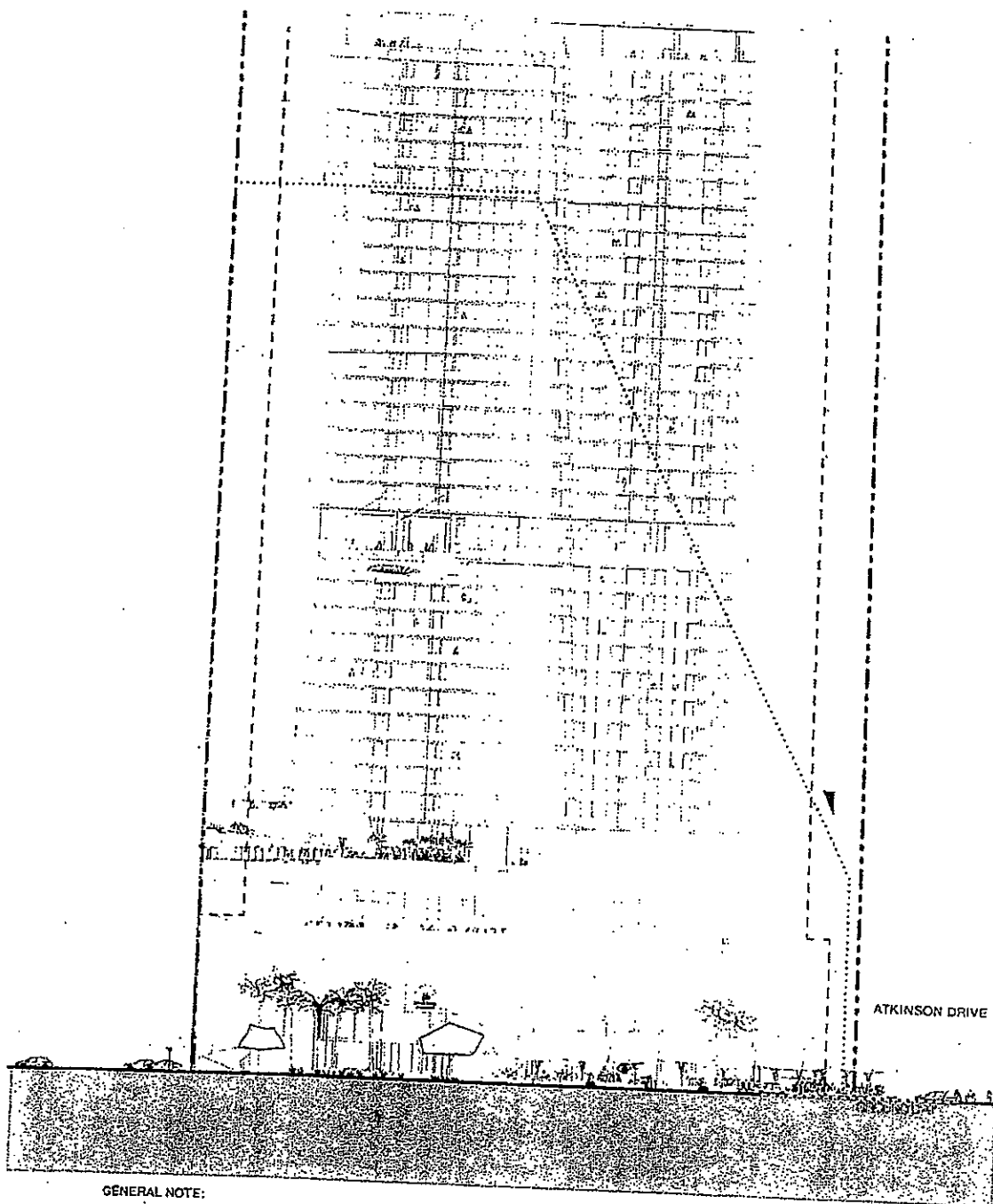
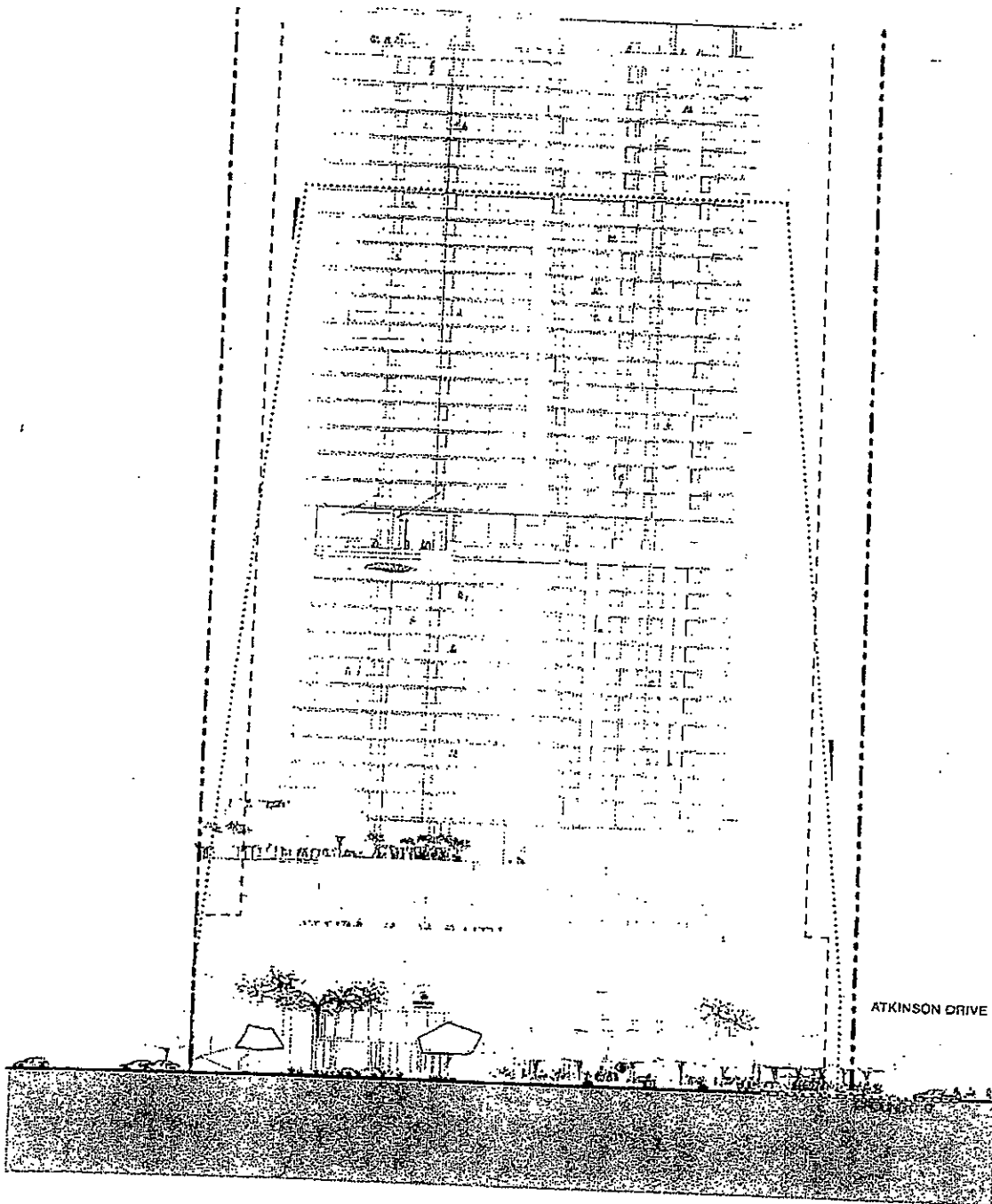


EXHIBIT C-6

# NEW LUO SETBACKS



KONA ELEVATION  
NEW LUO SETBACKS

EXHIBIT C-7



PLANNING DEPARTMENT



MANA OLANA CONSULTING, LLC

LUO ENVELOPE

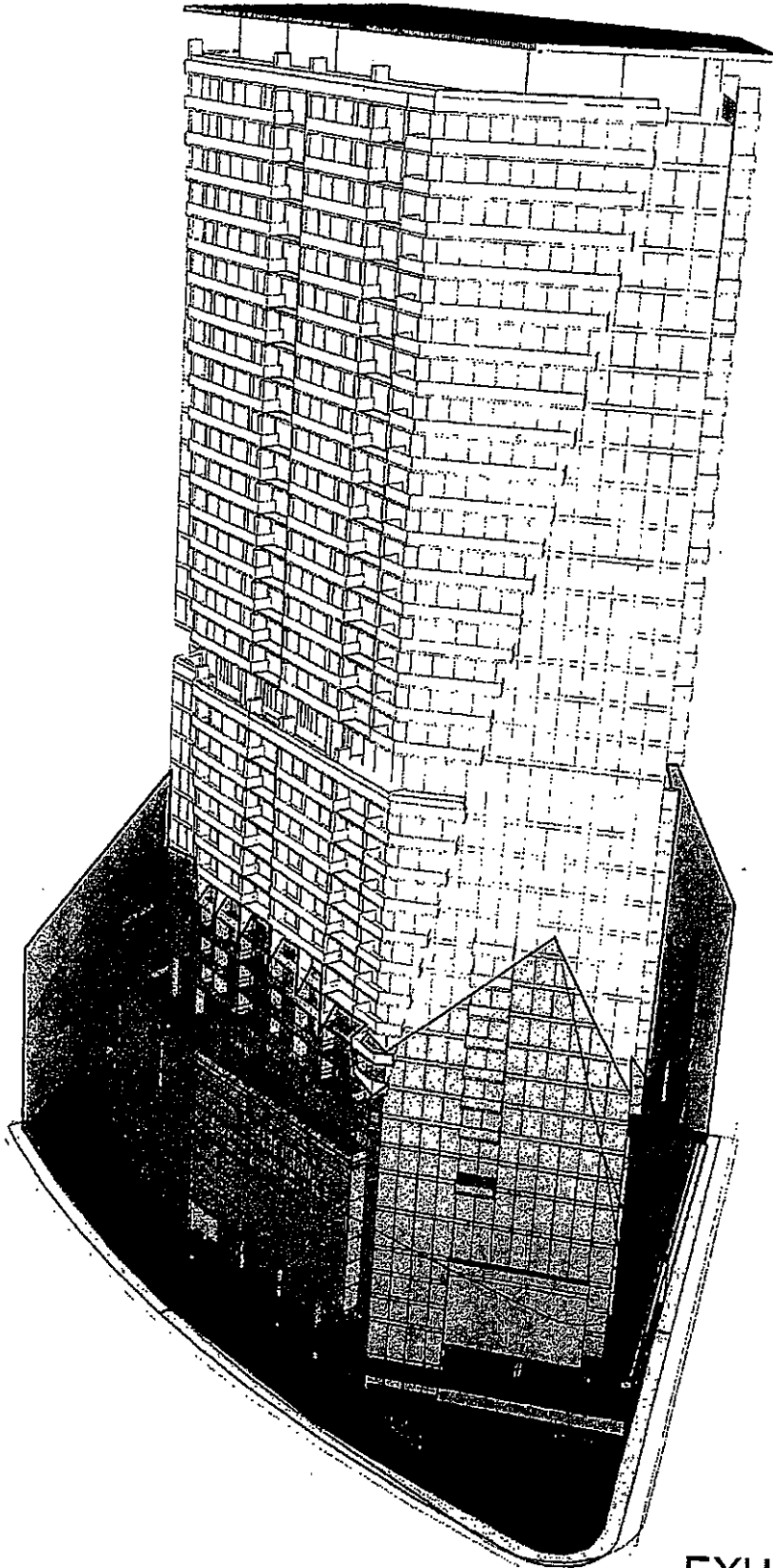


EXHIBIT C-8

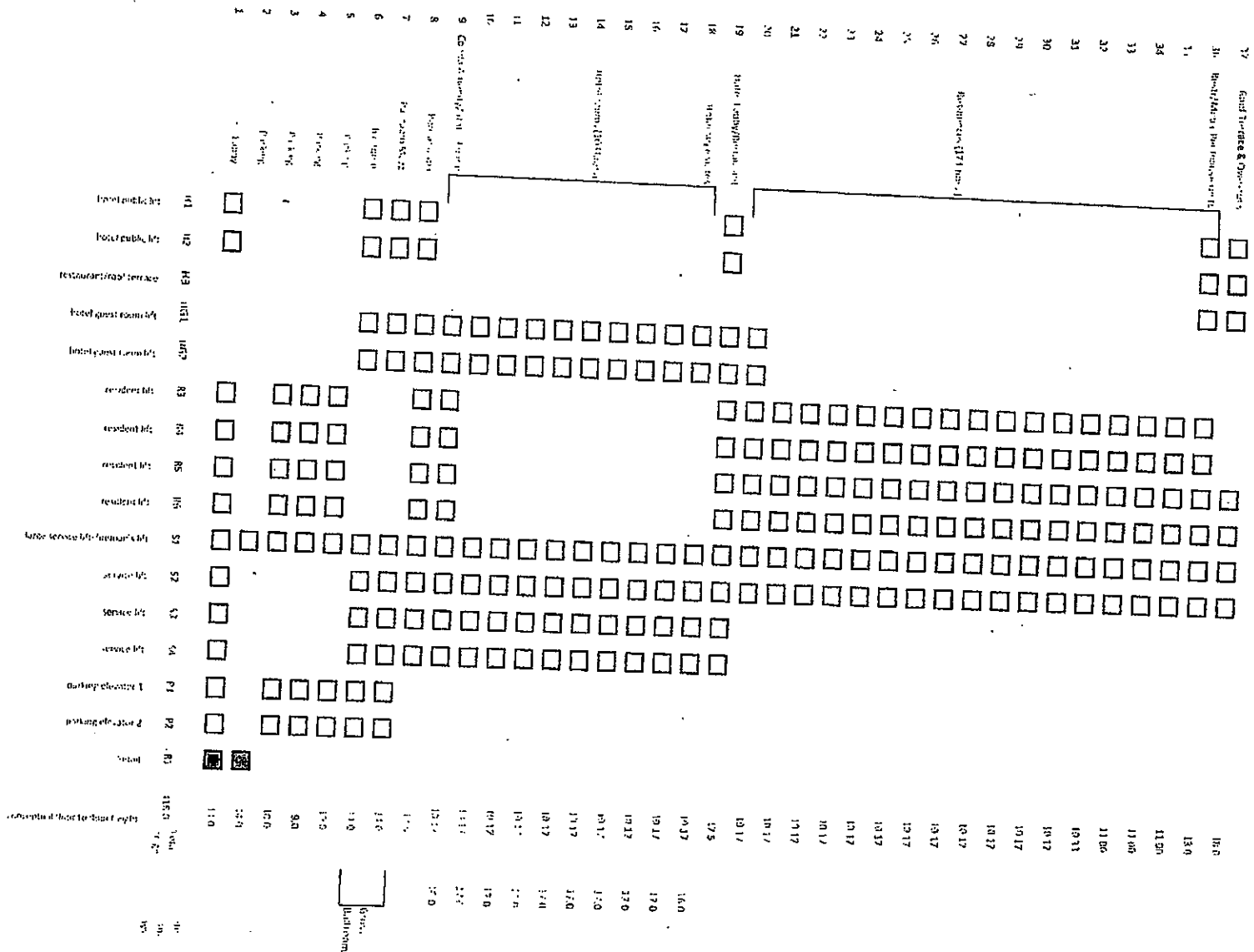


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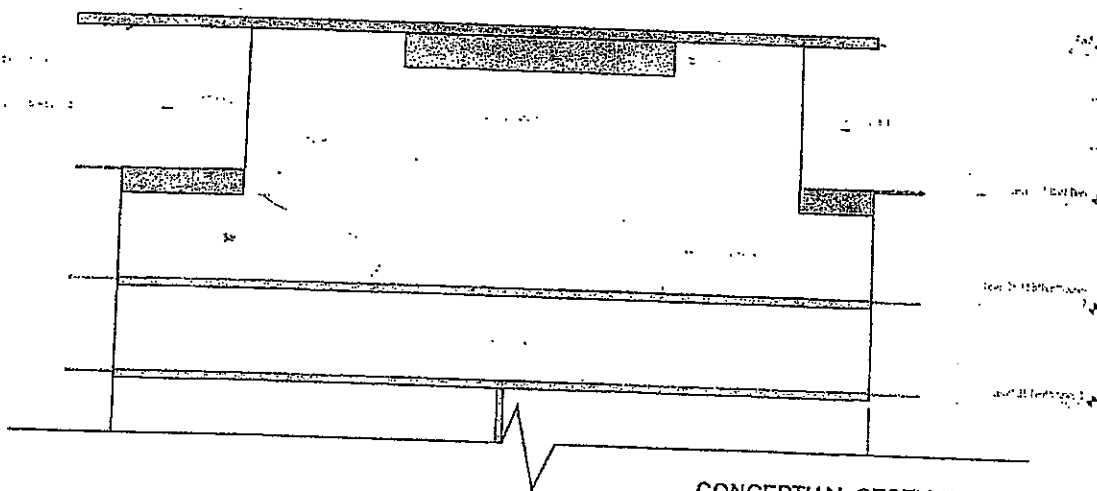
ELEVATORING DIAGRAM

EXHIBIT C-9

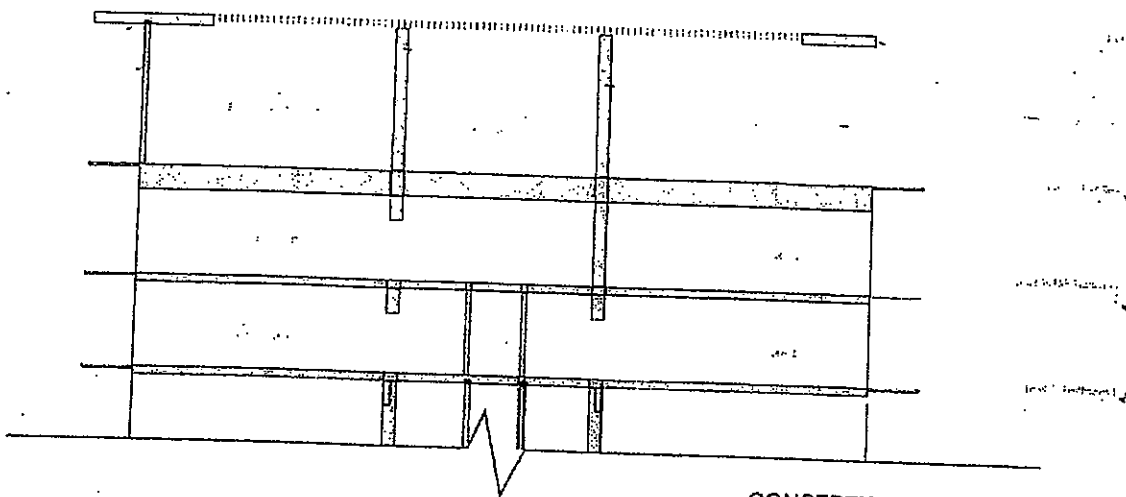


MANALOLA

# ROOF DETAIL SECTIONS



CONCEPTUAL SECTION A: RESTAURANT



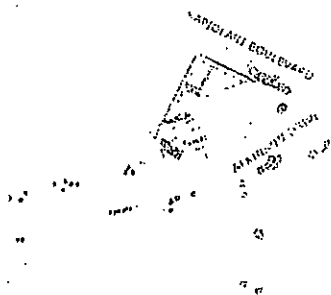
CONCEPTUAL SECTION B: TERRACE

EXHIBIT C-10





MANAOLANA



MARCH 21 9.00A



MARCH 21 12.00P



MARCH 21 3.00P

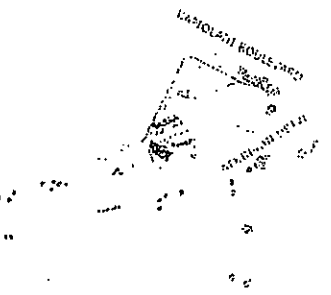


EXHIBIT D-1



JUNE 21 12.00P



JUNE 21 3.00P

SHADOW STUDY



MANAOLANA

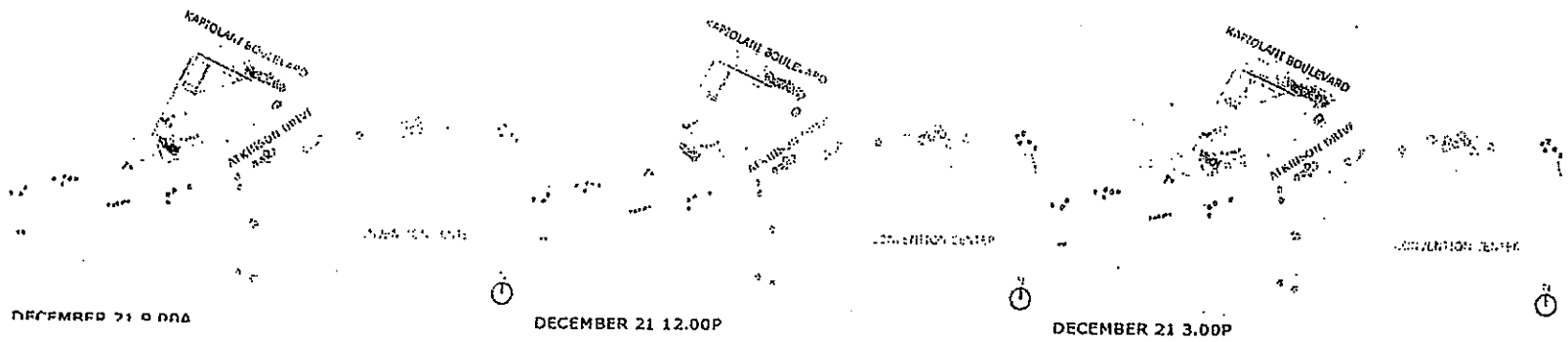
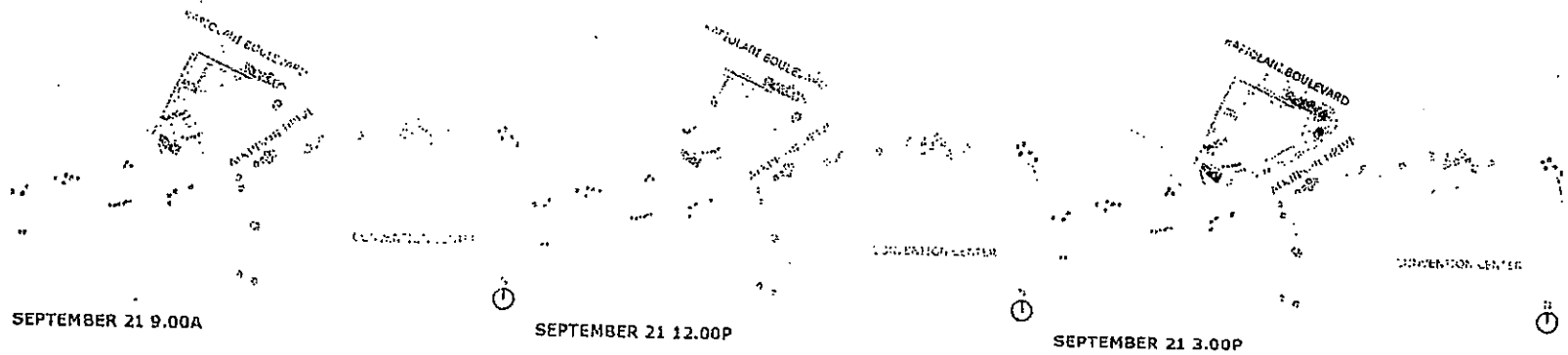


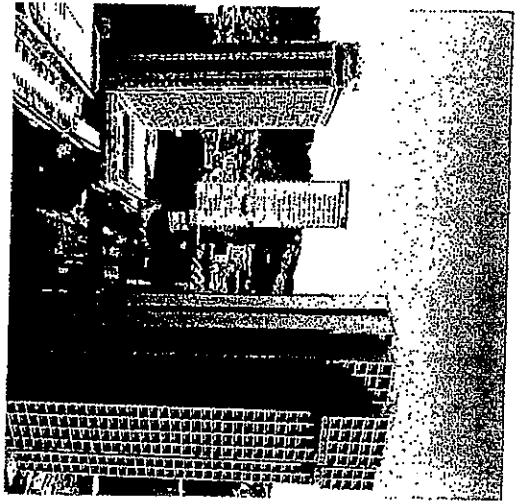
EXHIBIT D-2

SHADOW STUDY

# CONTEXT VIEWS



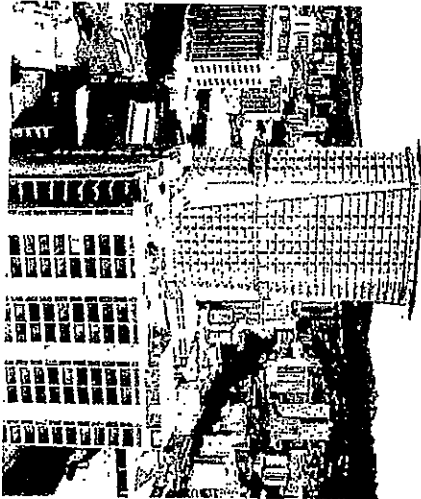
VIEW FROM NORTH



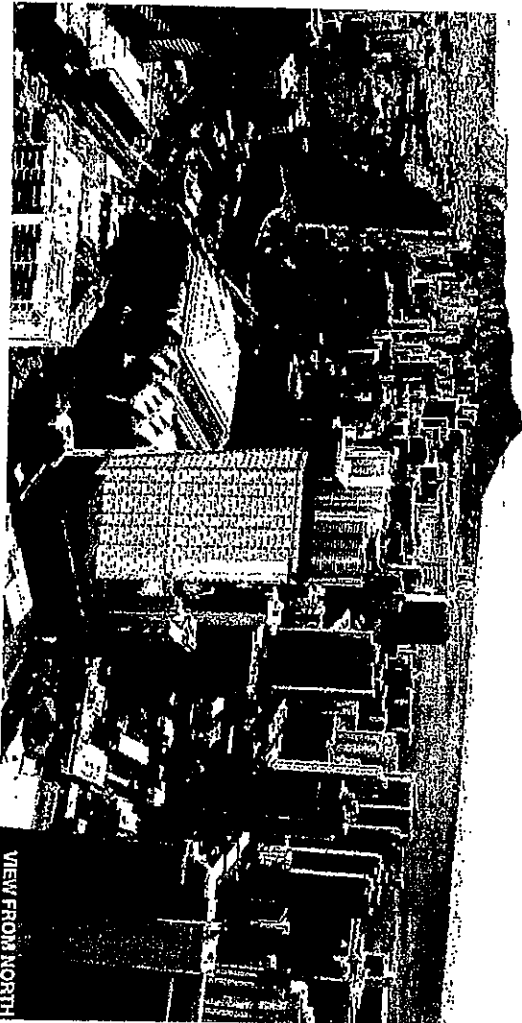
VIEW FROM WEST



VIEW FROM EAST



VIEW FROM SOUTH

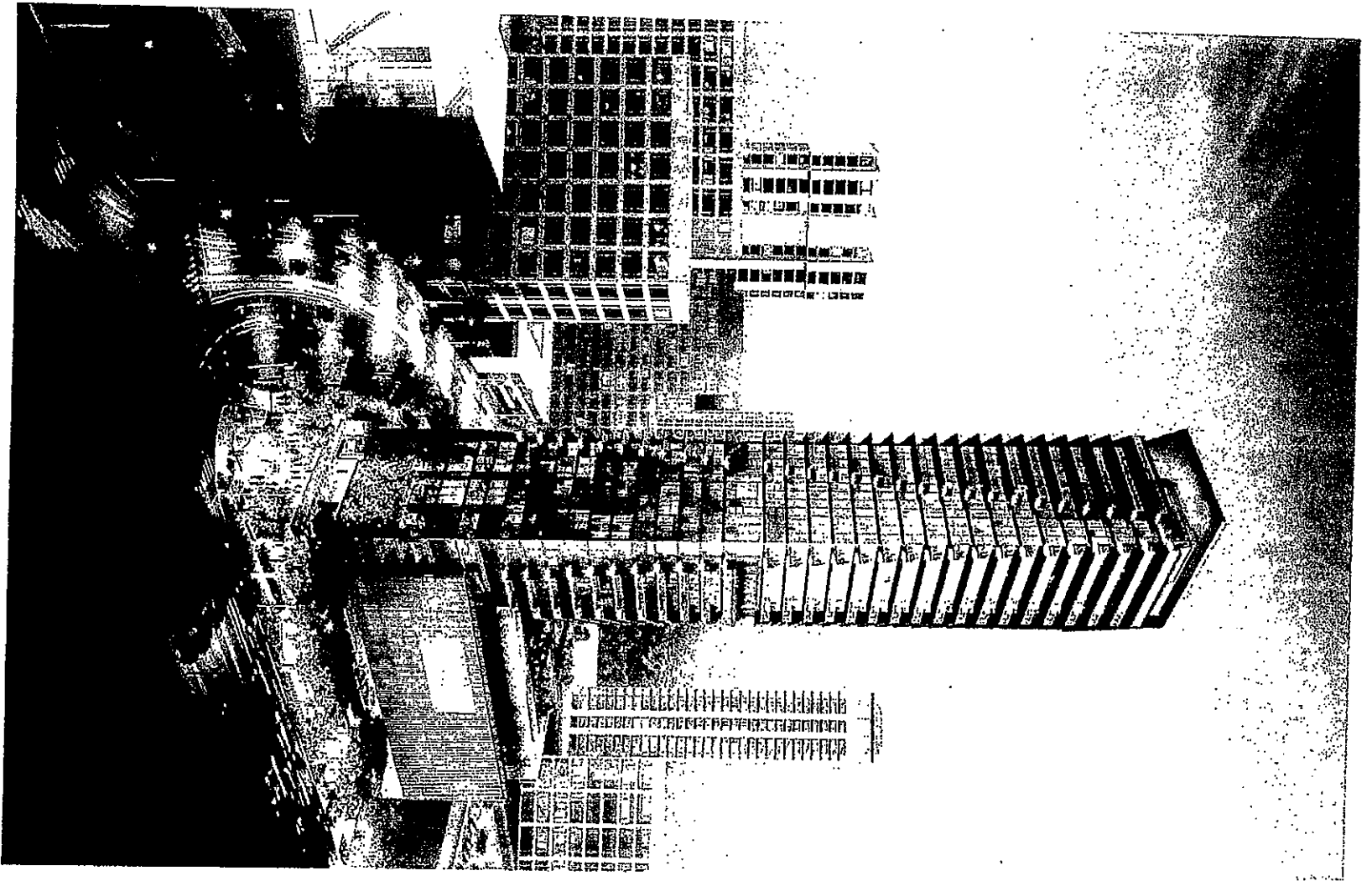


VIEW FROM NORTH

## EXHIBIT D-3



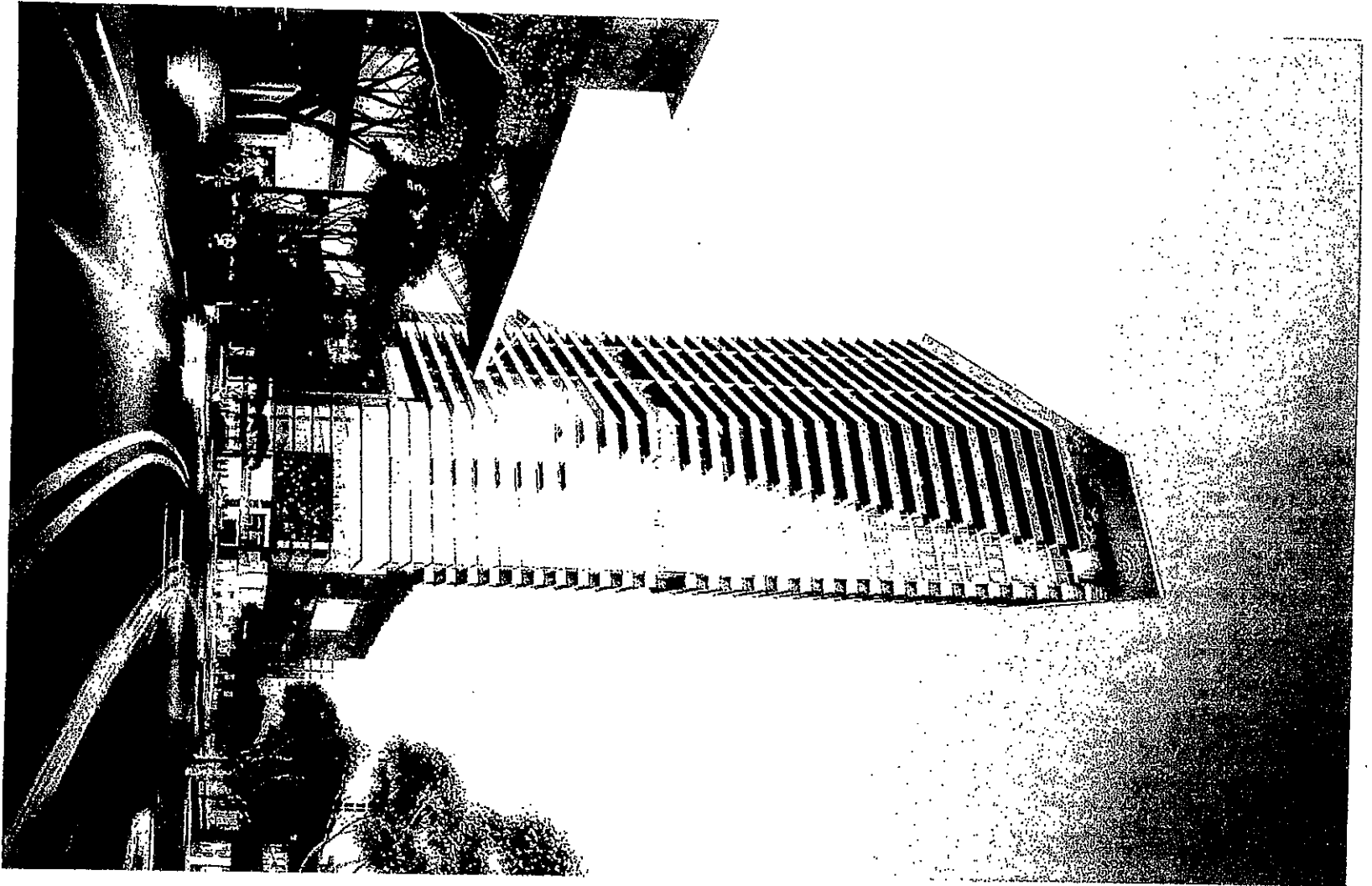
MANA OLANA



PERSPECTIVE FROM EAST

EXHIBIT D-4





PERSPECTIVE FROM KAPIOLANI



MANA OLANA

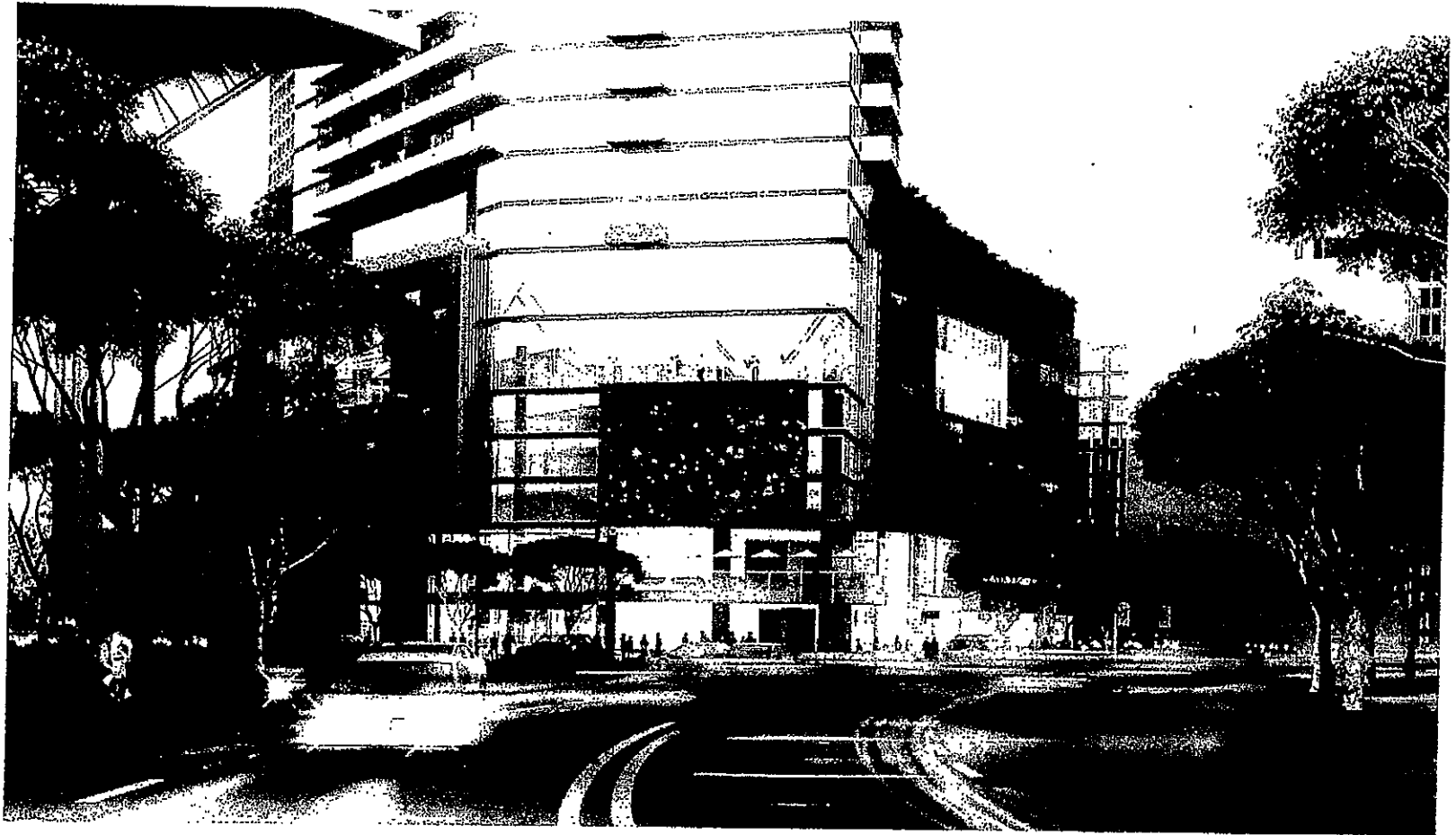


MANA OLANA

EXHIBIT D-5



EXHIBIT D-6

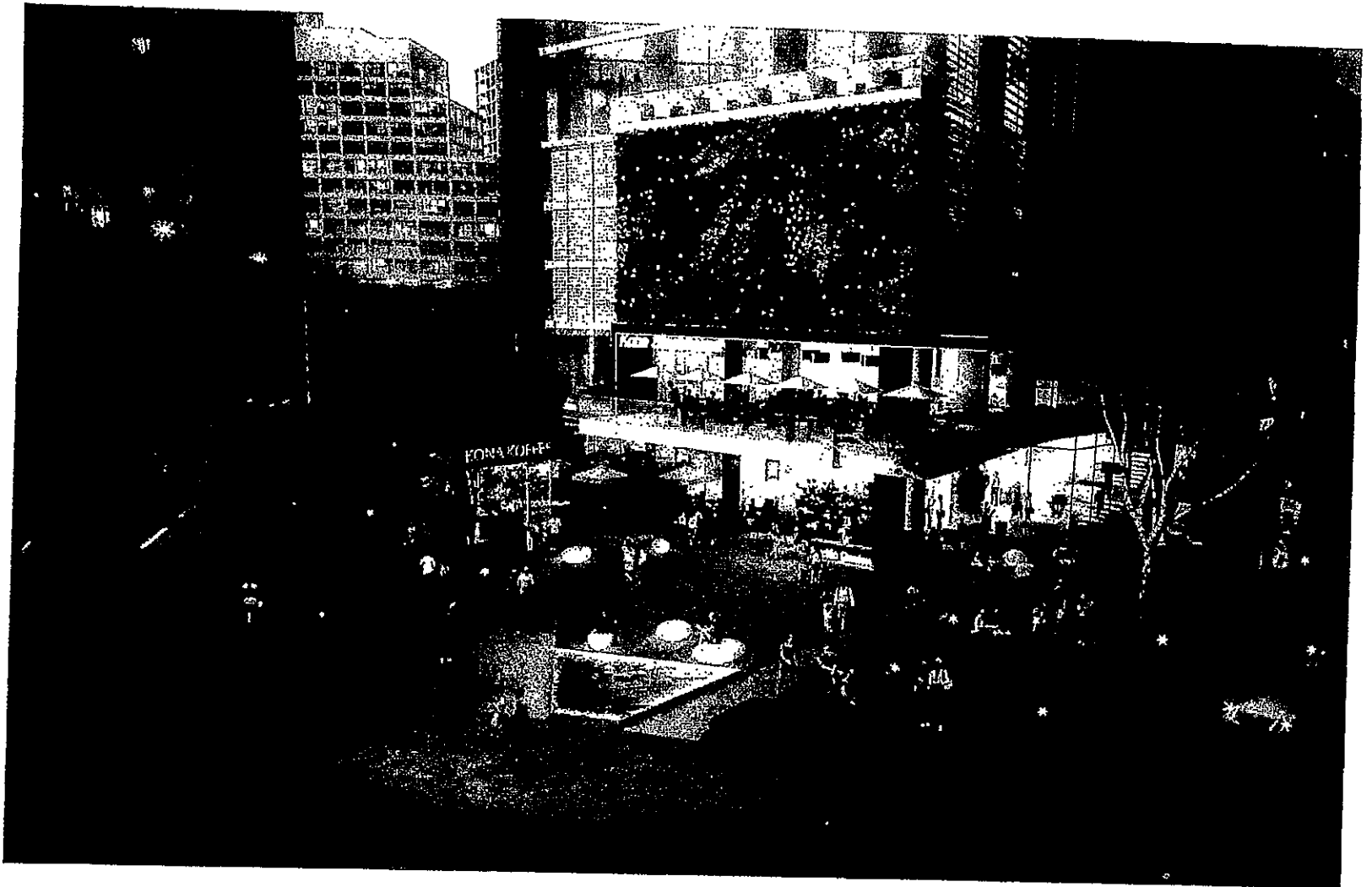


PERSPECTIVE FROM KAPIOLANI





EXHIBIT D-7



PLAZA PERSPECTIVE

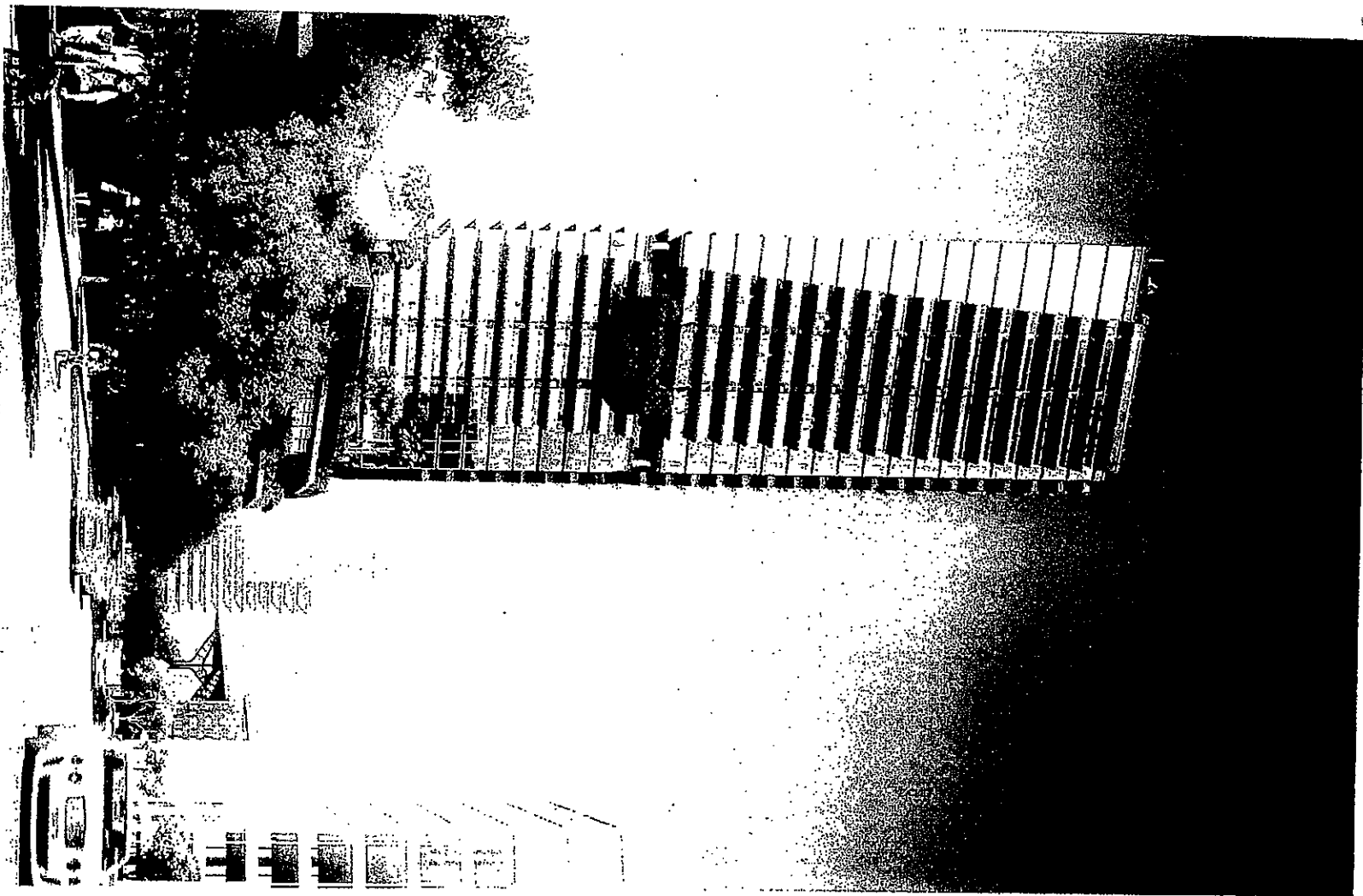
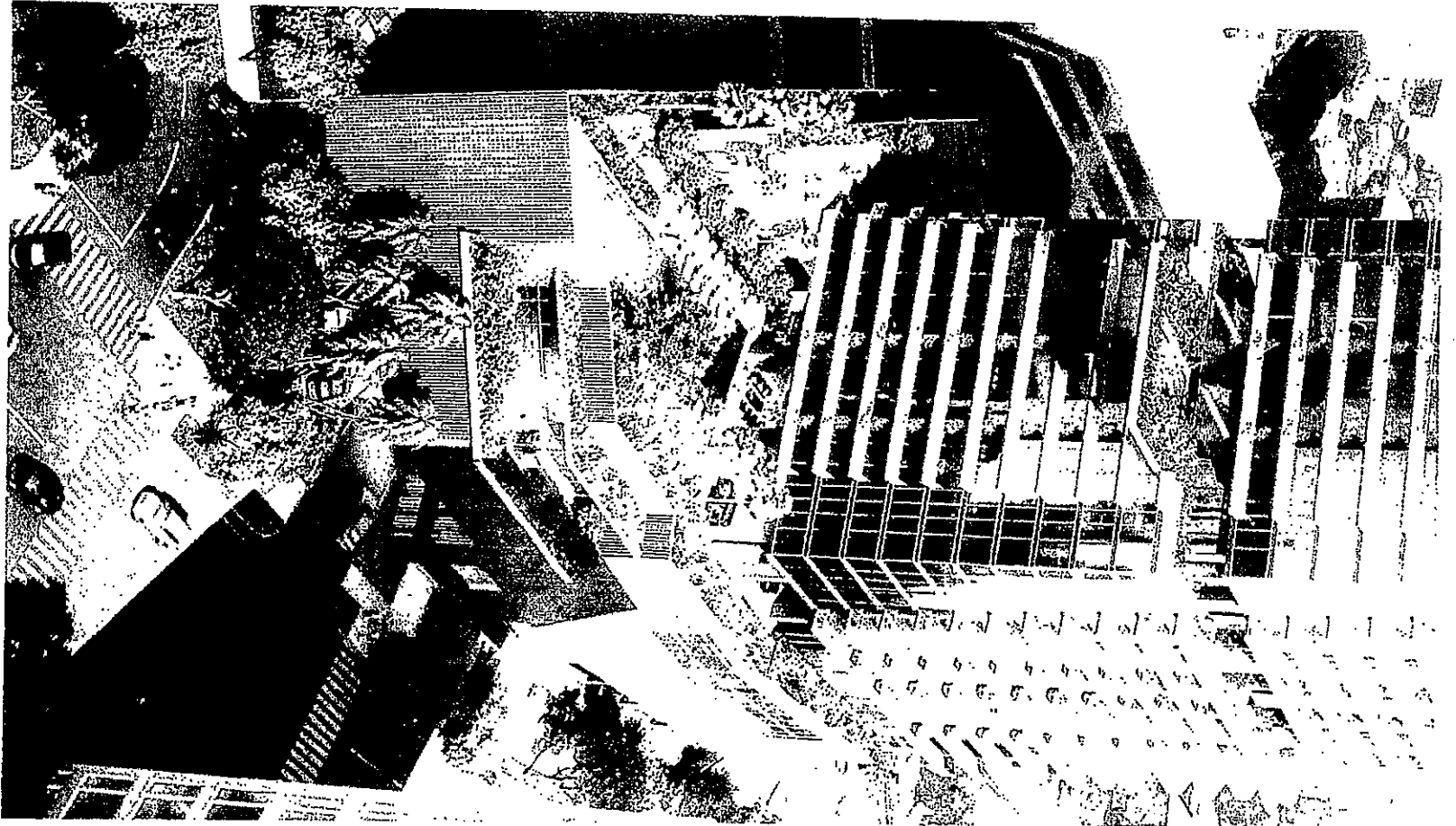


EXHIBIT D-8

PERSPECTIVE FROM ATKINSON



MANAOLANA



PERSPECTIVE FROM WEST



MANMOLANA

EXHIBIT D-9

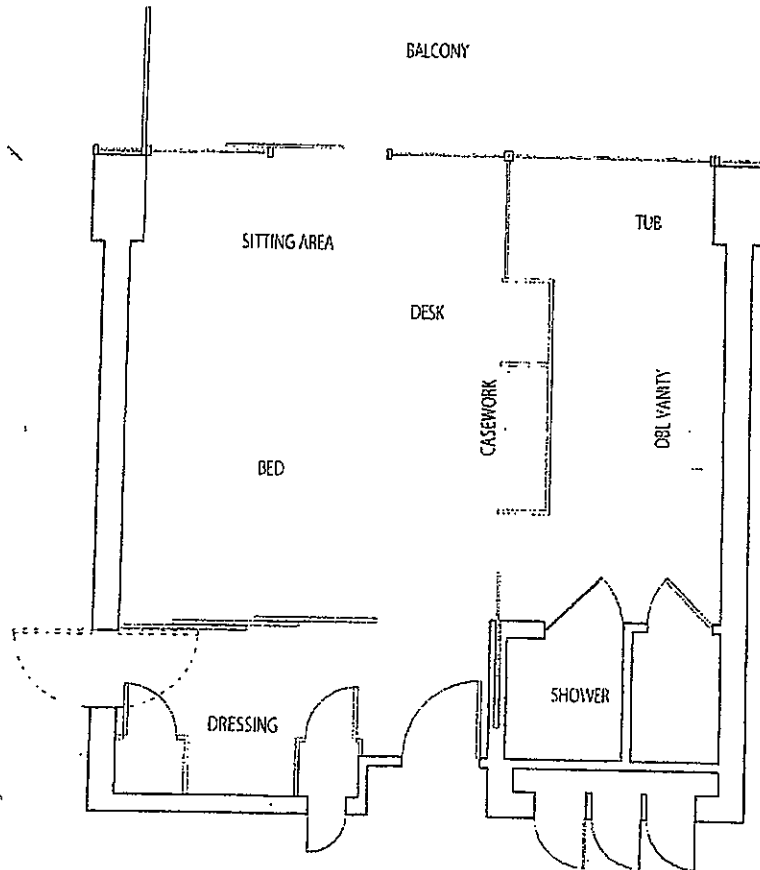


ATKINSON STREETSCAPE FROM ABOVE

EXHIBIT D-10



MANA'OLANA PARTICIPATION



CONCEPTUAL TYPICAL  
GUEST ROOM

GUEST ROOM CHARACTER

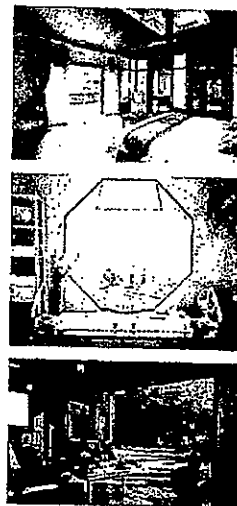
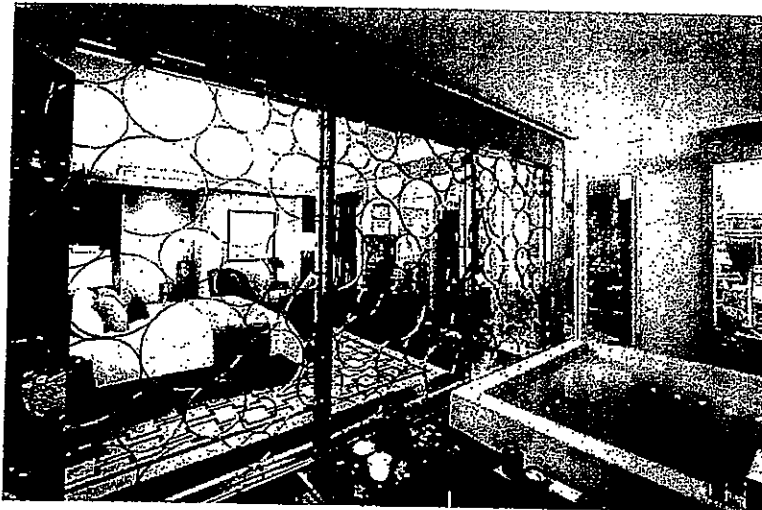


EXHIBIT D-11

